

Pit & Paddock

2019

Official Newsletter of the Mini Seven Racing Club

2019: Issue 4



www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini Miglia:
Top Guns

As seen
on **ITV**
Sport!

TV TOCA TRIUMPH

Mini Se7en:
Fun on Film

Zandvoort Preview

- **Se7en:** Thompson stays top
- **Miglia:** Series lead for Smith
- **S-Class:** Kendall in control
- **Libre:** Double-double Davies

Thruxton Report

Full results
Latest news
Technical updates
Runners & Riders

From the **Archives**
Overseas adventures !

**M7RC SHINES AT
THRUXTON BTCC**



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Forged Steel
Lightweight Con Rods

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

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GOING DUTCH

Believe it or not, for all the talk of Brexit affecting the UK's relationship with Europe, I for one cannot see a complete parting of the ways, and especially with The Netherlands. For a start, the Mini 7 Club Nederland is a close cousin of the M7RC and will be at Zandvoort (with many members) to support our racing. Going back further, for centuries both the Dutch and the Brits have been ocean-going venturers, establishing (rightly or wrongly) colonies and industrial connections in far-flung places around the World. In some cases, in union. For example, Royal Dutch - aka Shell; that's right, the major oil company with HQs in both The Hague and in London. I should know, I used to work for them. Then there's the appreciation of art. A visit to the Van Gogh Museum in Amsterdam is full of great paintings. The same *could* be said of the Tate Modern... But, moving on, how about music? Erm, we could delve into past Eurovision efforts - anybody wish to hear *Ding a Dong*, or *Boom Bang a Bang* again? Perhaps not... There are however culinary treats worth comparing. I'm partial to a Vintage Gouda, but a wedge of Extra Mature Cheddar is moorish too. And do you go for frites and mayonnaise in a cone, or chunky chips with ketchup in yesterday's newspaper? Washed down with an Amstel or a Theakston's Old Peculiar? Each to their own, and the occasion. However, when it comes to what we all appreciate - motor racing - where do the comparisons begin, and end? For me, growing up as a kid in the 1970s was all about the excitement and danger of speed, the vibrant colours and contours of the race cars and the 'faraway' mystique of the circuit *locales*. OK, so 'just across the North Sea' might not

seem all that exotic, but Zandvoort was up there with Buenos Aires, Interlagos, Kyalami, Montjuich, Jarama, Zolder, Monaco, Anderstorp, Clermont Ferrand, Nürburgring, Hockenheim, Österreichring, Monza, Mosport, Watkins Glen, Fuji, plus our very own Brands and Silverstone. Of course, nearly all these 'classic' circuits have been emaciated in some form or another over the decades, but what still remains is their heritage. For my 17th birthday I had the option of driving lessons or a trip to see the Dutch GP, and chose the latter. Never regretted it either, as the coastal venue set amid the dunes was everything, and more, I had imagined for all those junior years watching on TV or reading in magazines. Went back again twice, each time taking more mates along so that they could also experience the unique atmosphere. Sightseeing in Amsterdam *en route* was also a life lesson learned! In 1983, our viewing spot was up in the advertising scaffolding at Tarzan bend, at the end of the main straight. Got a bird's-eye view of Alain Prost's Renault 'taking out' Nelson Piquet's Brabham; a few years before, Derek Daly's Tyrrell had ended up in those hoardings! We must have had a screw loose, but back then F1 was worth watching, from any perch. Sadly, F1 left Zandvoort and Brands in the late-80s, but both remained as true racers' circuits, so it's fitting that Zandvoort will once again host F1, in 2020. As circuits go - spectating or racing - it is definitely one for the bucket list, Brexit or not...

RW



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PREVIEW: National Challenge

Zandvoort...
5-7 July...



Photos: M7RC Archive (P Waller + M Barrington)

AMAZINGLY THIS IS THE M7RC'S FOURTH VISIT TO THE HOME OF THE DUTCH GP AND PROSPECTS FOR ANOTHER CRACKING RACE WEEKEND ARE WHETTED BY THE PROMISE OF GLORIOUS SUMMER WEATHER ON THE COAST - DON'T FOREGET THE SUNTAN LOTION !

**Miglia
Lap Record**
Shayne Deegan
Time: 2:00.722
Ave speed: 79.80 mph
Set: 1 October 2016
2.676-mile circuit

MINI MIGLIA

Twelve months ago, the leading contenders in the top-tier Mini Challenge went side-by-side for podium glory, and both ended up off road in the gravel trap! Ultimately, Aaron Smith was still able to go on to win his first National Miglia title, while twice previous champion Rupert Deeth had to settle for second overall at season's end, having won

the first of the double-header races in Holland last year. This weekend's triple-header will be no less intense, with a third former title winner, Kane Astin also likely to be right up at the front. With both Smith and Deeth by the wayside, the Race 2 winner from 2018 was thus Colin Peacock, who came through the trailing cloud of gravel dust to take the honours (and after another racer was penalised for overtaking under yellows), so he too will be keen to repeat that accolade

having been a major influence behind the scenes on the M7RC's successful visits across the North Sea. Among the other confirmed entries, Jason Porter has been knocking on the door of a podium finish, likewise Rob Howard who has been a winner in Miglias in the past. Sam Summerhayes is another potential winner and was right on the pace at Thruxton in May, and whose only run out last season was here at Zandvoort, such was the appeal of the trip. Of the rest of the experienced entry, Mark Sims, James Cuthbertson and Paul Simmonds also have prior experience of this circuit, so will be ready to scoop big points if the frontrunners slip up, while Wayne Grayer should soon be on the pace in his comeback to the formula after several years on the sidelines helping to run other cars. There may well be one or two more late entries in the final week, although it is interesting to note that former Miglia racer from the mid 80s-early 90s, Richard Colburn, is down to race in the Renault Clio event •



PREVIOUS WINNERS:

2018 R Deeth / C Peacock
2016 S Deegan x2
2015 A Smith x2

Mini Libre

Around the sweeping curves and dips of the Dutch track, it will be interesting to see the relative strengths of the A-Series alternatives, specifically which combination of valves and ports will triumph. Then there is the balance of tyre preservation over outright performance - so far, Rob Davis has found the key to lead on points, but reigning class champ Phil Harvey has been around this place on more than one occasion, so will have the edge on prior track knowledge. Both run traditional 5-port set-ups, while other entries to date, from Peter Hills and Justin Cooper have 16-valvers to offer a serious power challenge. The Libre battle should be intriguing to follow, just behind the Miglias... •

Libre Lap Record

Ian Fraser
Time: 2:06.162
Ave speed: 76.36 mph
Set: 8 July 2018
2.676-mile circuit

PREVIOUS WINNERS:

2018 I Fraser / P Harvey
2016 D Hunter x2 (Invitation M7)
2015 D Astin x2 (Invitation Mig)

...PREVIEW: ...National Challenge

Zandvoort
5-7 July



NOT ONE, NOT TWO, BUT THREE PACKED GRIDS OF MINIS SHOULD PROVIDE BUCKETS OF ENTERTAINMENT FOR DUTCH RACEGOERS AT THE BRITISH RACE FESTIVAL - FORGET ARCADES AND SOGGY CHIPS, A COLD BEER AND 'FRITES MAYONNAISE' AWAITS...

**Se7en
Lap Record
Darren Thomas**
Time: 2:12.157
Ave speed: 72.90 mph
Set: 8 July 2018
2.676-mile circuit

Mini-7 S-Class

Eight confirmed names sees the most competitive S-Class entry outside of the UK since the formula began back in 2006. Scott Kendall leads the standings but is a first-time visitor, likewise teammate Connor O'Brien. Thornburn Astin was a winner here 12 months ago so will be looking to use that experience to claw back some points to the leaders after a DNS and DNF, while Stuart Gilby's fortunes have definitely improved this season, and will be hoping to at least maintain his second overall. Jo Polley should be in contention too, her pink machine back in tip-top shape following the Thruxton bump, with Jonnie Kent, Ben Cutler and Mark Chappell all hoping for good results too •

**S-Class Lap Record
Nick Croydon-Fowler**
Time: 2:14.438
Ave speed: 71.66 mph
Set: 7 July 2018
2.676-mile circuit

PREVIOUS WINNERS:

2018 T Astin / N Croydon-Fowler
2016 J Collins x2
2015 S Tarlton x2

MINI SE7EN

In the numerically stronger 1000cc category there are at least half-a-dozen likely winners, such are the fine front-running margins, and the competition around this challenging 2.676-mile track is sure to be frenetic. With combined grids, points leader coming to Holland Joe Thompson has opted for his Se7en over the Miglia he also races back in the UK, and he took a debut class victory here last season, so already has a psychological advantage over his rivals. Three-time former champion, Andrew Deviny is also a triple winner here too, so is equally to be revered by his pursuers. Dom Burger lies second overall on points and has found the winning knack this season with a great debut victory at Croft. He too went well here last season with a best of second, so will be aiming to go one better this time around. Former BTCC driver Jeff Smith appears to be revelling in Minis, and

PREVIOUS WINNERS:

2018 J Thompson / A Deviny
2016 A Deviny / A Davies
2015 A Deviny / P Spark

already has a winner's garland in the early Winter Challenge at Silverstone, while Darren Thomas is arguably the man bang on form with a double-victory last time out at Thruxton in front of the massed BTCC crowds and live ITV audience, although he will not welcome a repeat of last year when he had 'offs' in both races. Spencer Wanstall will be hoping for better fortune as he seeks to iron out his new car teething troubles so far this season, likewise Leon

Wightman, the France-based driver who has finally found the front-running pace that has been 'bubbling under' for a couple of seasons, although this is his first time here. Graeme Davis is in his fourth decade of Mini racing but will not want a repeat of last year's heavy impact with the Hugenholzbocht wall, while Lee Roberts, Leon Oli Window, Glen Woodbridge, Steven Hopper, Julian Proctor and Dave Robinson could all come away with surprise results •



photos: M7RC Archive (P Waller)



BRITISH RACE FESTIVAL

“It will be another wonderful weekend... With not only a British Festival in the center of Zandvoort, but also plenty of motorsports spectacle with various British racing series... And what about the journey back in time with the enchanting classics of the Vintage Revival Zandvoort; each Pre-War with its own and unique story. In addition, Louwman Exclusive is present during the British Race Festival with a great collection of special supercars. Let the fun begin! Prepare for a great British Race Festival in 2019, including a fantastic line-up of all-British race series at the legendary Circuit Zandvoort. **Mini 7 Racing Club - back again: the exciting 'Mini Coopers' of the Mini7 Racing Club. A fascinating grid of these fast cars comes into action on both days of the event. That promises again a large number of slipstream battles and battle until the last lap. A real seasoning!**” Also Ginetta G5 Challenge & G40 Cup; Caterham Graduates Championship; Michelin Clio Cup Series UK •

www.britishracefestival.nl



NEWS UPDATE NEWS UPDATE

ZANDVOORT BBQ

Remember to get your tickets for the BBQ from Kane (Astin) when you arrive. Please can any vegetarians drop a note to Kane so that your tastes can be catered for with some appropriate vegetation: Meats - Marinated chicken, Grilled hamburger, BBQ sausage marinated with coriander and cayenne; Salads - Homemade coleslaw. Potato salad; Side dish - Bread with herb- and cream butter: Sauces - Satay, garlic and BBQ... •

www.mini7.co.uk

TIMETABLE: Zandvoort

National Challenge Rds 7+8+9

5-7 July

Friday 5 July 2019

START	FINISH	DURATION	SESSION	CLASS
09.00	17.00	8 hours...	Signing-on	All
12.30	14.30	2 hours	Scrutineering	All
12.15	12.40	25 mins	Open Practice 1	All
15.55	16.20	25 mins	Open Practice 2	All

Saturday 6 July 2019

08.00	09.00	1 hour	Signing-on (latecomers)	All
08.00	09.00	1 hour	Scrutineering (latecomers)	All
10.30	10.50	20 mins	Drivers' Briefing	All
11.35	11.55	20 mins	Qualifying	All
16.50	17.10	20 mins	Race 1 (Rd 7)	All

Sunday 7 July 2019

09.00	09.20	20 mins	Race 2 (Rd 8)	All
14.45	15.05	20 mins	Race 3 (Rd 9)	All



In the weeks leading up to the British Race Festival weekend, full event timetable, supplementary regulations, safety information and Saturday evening BBQ details have been released for competitors and anyone else attending, so there should be no hidden surprises. Except for those first-timers at the circuit who will be in for an absolute treat! Please take note of paddock access and parking of support vehicles; sections of the Zandvoort paddock are very compact and traffic-restricted, especially towards the main control building and pit garages. However, they do things a little differently over there, so treat the hosts with respect and they will return the complement two-fold. Above all, enjoy the experience - it really is like nothing else! •

CIRCUIT LENGTH:

2.676 miles

Zandvoort Circuit

Burgemeester van Alphenstraat 108, 2041 KP Zandvoort, The Netherlands

Tel: +31 23 5 740 740

Email: info@circuitzandvoort.nl

Getting there:

For sat-navs, follow address of Circuit Zandvoort: Burgemeester van Alphenstraat 108, 2041 KP. Or, by old fashioned maps/road signs, take highway A9, follow the signs for Zandvoort (via exit Haarlem-Zuid - N205) and proceed to the N201 in the direction of Zandvoort. An alternative is take the exit for Haarlem on the A9 (via the A200) to then drive via the N200 •

www.circuitzandvoort.nl

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: courtesy Zandvoort Circuit (Essay Producties)

NEWS NEWS NEWS NEWS

BTCC BOSS LEADS PRAISE OF M7RC



...HUGELY POSITIVE FEEDBACK FROM PUNDITS AND FANS ALIKE AFTER THRUXTON SUCCESS

Alan Gow, TOCA's man at the top (right), has led the ringing endorsements of the M7RC following its massively successful guest appearance at Thruxton on 18-19 May. The BTCC chief offered his personal thanks and congratulations for the Minis' pulsating on-track performances, exemplary live TV coverage (below) and well coordinated paddock presence, an opinion that has been widely endorsed from all sections of the motorsport community. David Addison of *ITV4/Sport* (himself a 2-race guest in Mini Se7ens back in

2000) was gushing in his commentary alongside equally enthused tin-top legend, Tim Harvey, while *ITV4/Sport* presenter Steve Rider was genuinely bowled over by the level of overtaking and friendly, down-to-earth chat between the leading drivers that he interviewed straight after the races. Standing ovations from the grandstands and spectator banks, as well as animated applause and flag-waving from the orange-clad marshals who stepped out from their posts all round the circuit, further underlined the feel-good factor of the Minis, and a flurry



of positive online messages was soon reaching epic proportions. Many of these came from dyed-in-the-wool BTCC fans who would be only too keen to have the Minis on the support bill at most, if not all, BTCC race meetings in future. While that is a great morale booster, the costs to attend on a regular basis would likely be beyond the M7RC's collective financial acumen compared to current manufacturer-backed series... •

Images: P Waller, M Barrington & courtesy www.btcc.net



Many BTCC fans also chipped in with their views online (above)

"What they said..."

ALAN GOW
CEO of TOCA/BTCC

"Just a quick note to both thank and congratulate you all for putting on such great racing for our spectators and TV audience. It was a pleasure to host you - you're welcome back anytime there is a similar opportunity. Please pass on my personal thanks to all your teams and drivers. Best regards."

BOB FOX
Formula Mini-7 Champion 1966/67

"Congratulations to the Club for the fantastic show the Mini 7s and Miglias put on for spectators and TV audience at Thruxton. I have heard so many enthusiastic comments from people who do not normally see or are even aware of the Mini racing organised by the Club. It was so enjoyable to watch on the TV. Just sorry I was not there. Best wishes to all."

BARC
Thruxton race organisers

"In what was a slightly different look to the supporting cast of the Kwik Fit BTCC in Hampshire, a bumper crowd lined the spectator bankings... Taking centre stage over the course of the weekend was the M7RC, which wowed crowds across all four races on its guest appearance. Providing exhilarating door-to-door thrills at every opportunity, the iconic tin tops of yesteryear rolled back the years in sensational style..."

KEITH MEHAFFEY
Thruxton marshal

"That was an epic battle for 1st place!! Really enjoyed that! Brilliant racing through the whole field and you guys really put on a great show. All the marshals on my post thought the same..."

STEVE BURNS
Former M7RC Clerk of the Course
"Watched it on catch-up. Awesome, close racing."

ROLAND ECKERT
Mini Spares
"(ITV's) Steve Rider said the racing was better than BTCC!"

COLIN PEACOCK
M7RC Commercial Manager
"Wow! What started off in September 2018 as a possibility culminated in our outrageous success..."

NEWS NEWS NEWS NEWS

DEEGAN FEATURES IN AUTOSPORT MAG!



Mini Miglia frontrunner, Lee Deegan, recently appeared in a 2-page feature in the pages of Autosport magazine (issue dated 13 June 2019). The National Focus article recounted club racer Deegan's somewhat manic trip to India back in February in which he competed in the MRF 1600 Challenge single-seater series, similar to Formula 4. The prize drive was an award outstanding for winning the 2017 Honda Civic Cup, in which MRF tyres were the designated choice of rubber, and took place at the Madras Motor Race Track. However, the trip didn't quite go to routine, with stress-inducing tales of late-running transport shuttles from hotel to circuit, unlicensed bus drivers being stopped by the police, having to ride on tuk-tuks fully race-suited up in order to make it in time for his qualifying session, and then the possible danger of poisonous snakes in the grassy run-off areas! It was certainly a surreal experience, especially as he also managed to win one heat and come fourth overall in the final on what was actually his debut in single seaters! However, despite all the dramas, he is keen to return next year •

Images: P Waller + courtesy Autosport

TV DEAL THANKS

The overwhelming success of the M7RC's appearance on ITV 4/Sport would never have come about without the very generous donations made by several Club members to help cover the costs of the live TV coverage. For those of you who may not have seen the Mini race cars close up at Thruxton, each driver was asked to carry the following sponsor decals for the TOCA weekend - Clearsons Print Management, ZZZ Trading, SBM Engineering, SAB Property Specialists, Delmonte Garage, Socomec, Bomford Turner and JD Motors - so a doubly-huge thank you again to Mark Sims, Jason Porter, Rob Howard, Kane Astin, Tony Le May, Graeme Davis, James Cuthbertson and Dave Drew. Hats off to you gents for a fabulous gesture that really helped give the Club a massive PR boost •

CLEARSONS

ZZZ TRADING

SBM ENGINEERING

SAB

DELMONTE GARAGE

SOCOMECC

BOMFORD TURNER

JD MOTORS

ÖHLINS OVERHAUL

For personal and family reasons, Aurok and Justyn Potter has ended their relationship with Öhlins and, in turn, with the M7RC. As many of you will be aware, Justyn was instrumental in the success of the switch to a standard Miglia damper, and we will forever be grateful for his support in getting us started. We thank Justyn for all his help and wish him well for the future. Meanwhile, he has also been involved in the search for a replacement Öhlins distributor for the M7RC, and discussions are still ongoing. As such, for any queries on sales, servicing and repair of Club specification Öhlins dampers, please contact Colin Peacock •

Photo: P Waller



S-CLASS REPAIRED IN RECORD TIME

Following his heavy rear-end 'off' into the barriers at the Round 2 Croft race in April, S-Class driver Jack Shearing was an unlikely entry for the May Thruxton BTCC meeting. However, thanks mainly to help from his dad, and a huge number of hours put in to effect repairs, including a whole

new rear panel, parcel shelf and boot floor, Jack's all-white car was looking immaculate once more, and was amazingly ready in time for rounds 3 and 4 just a few weeks later. What's more, two decent finishes in amongst the action helped elevate him to fifth in class on points, and into the lead of the S-Class Novice table too, so well worth all the effort! •

Image: courtesy PhotoGrid

NEWS NEWS NEWS NEWS



TECHNICAL UPDATES FROM THE M7RC SCRUTINEERING TEAM

BARC/TOCA Race Weekend
Thruxton Circuit
18-19 May 2019

SCRUTINEERS' REPORT

A fantastic turnout of 63 cars greeted us early on Saturday morning, all of which needed scrutineering prior to the first qualifying session at 10:30am. All went well and I must say all competitors made it very easy for the team. All cars were directed to *Parc Fermé* following the qualifying and race sessions and these are the checks carried out over the course of the weekend:

- Random cars were selected for weight checks and most were weighed over the course of the weekend
- Some Mini Se7ens and S-Class cars had the charging systems checked for correct performance
- S-Class cars' dampers were checked for steel body
- Libre cars were checked for steel panel roof
- Final-drive ratios were confirmed on S-Class cars and Miglias
- Particular attention was paid to decals in all classes
- Improvement notices issued at the previous rounds at Croft were checked for compliance, all found to be OK
- Attention was drawn towards the position of front and rear towing eyes on all cars, this seemed to be a particular concern by some of the scrutineering team. From the point of view of a quick snatch/recovery, especially if buried in a gravel trap, the good advice is that the towing eyes should be clearly visible to the marshalls/recovery team to allow a quick extraction and less time lost under safety car or waved yellows. See **current MsUK Yearbook Q19.1.3** requirements for towing eyes...
- It was not necessary to issue non-compliance or improvement notices over the weekend

I hope a good weekend was had by all, I think we put on a great show that was appreciated by all, and certainly put Mini Racing at the forefront of motorsport in the UK.

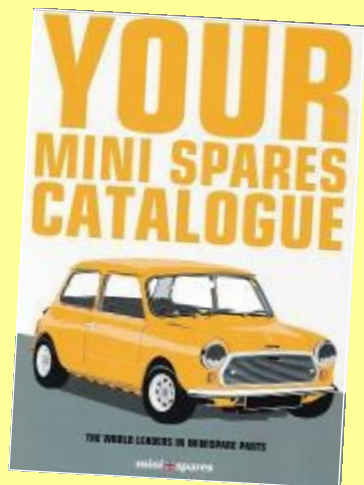
Julian Affleck
Deputy MsUK Eligibility Scrutineer

Happy, smiling faces exiting the Thruxton Scrutineering Bay - which is what everyone should be aiming for every race weekend...
 ...so please, have a good read through of the 2019 M7RC Regulations, as well as a thorough check of the current Motorsport UK 'Blue Book'. You may have overlooked a small but very important detail that could become a technical non-compliance issue...
 Here Ross Billison's Mini Se7en has obviously been given the thumbs up! (right)
 Photo: P Waller



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

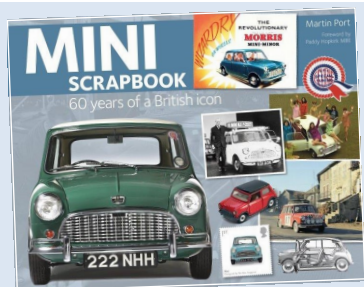
NEWS NEWS NEWS NEWS



SPARE A THOUGHT

If you haven't yet picked up a copy, Mini Spares latest full-colour, 108-page, catalogue is available from the Club stand on race weekends, or direct from their three retail outlets in Potter Bar (South), York (North) and Oldbury (Midlands). As has been the way for nearly five decades, there are discounts for M7RC members •

www.minispares.com



LEARNING LIBRARY

Mini Scrapbook, 60 years of a British icon, by Martin Port, takes a potted look at the world's favourite small car: why it's so loved around the world; rough sketches to prototypes to production; each model 1959-2000; motorsport, famous racers; celebrity owners, appearances on the silver screen, including cult classic *The Italian Job*; upgrades, add-ons and key tuning mods; the many variants, Moke to Midas, slightly strange to downright absurd; BMW into the 21st century. Lavishly illustrated with 100s of never-before-seen pics, documents and memorabilia that record the car's past, present and future; dip in, dip out for all the fun of the Mini! Priced £20 rrp, 176 pages softback, from Porter Press •

YOU CAN'T GET QUICKER THAN A...



Exciting news for Miglia and Se7en racer Joe Thompson, who's just picked up a new sponsor, 'wik'... Apparently 'wik' specialize in grille muffs and big blue signs! This was the tongue-in-cheek comment on the M7RC's facebook page after Joe had inadvertently collected a Kwik Fit board-

ing some way from the edge of the tarmac after an opening lap melee out in the boondocks. One rival racer even quipped about "track limits" although, unsurprisingly, Joe became an enforced retirement due to severe engine overheating in Saturday's Miglia race.

Photo: mbracephotography.com

MINI CLASSICS NOUVEAU

While the M7RC, Historics and Mightys continue to provide plenty of A-Series action, it's also interesting to note Mini competitors in other classes. In particular, one or two names from the M7RC's archive crop up in the Classic Saloon Car Club's CSCC Swinging Sixties series. Most recently, Chris Watkinson won overall at Oulton Park in his 1380cc which he occasionally ran as an Invitation on the Miglia grids back in 2012/13, while James/Steve Winniffrith (1380), Neil MacKay (1293) and Clive Tonge/Vaughan Winter (1380) have all graced M7RC grids in the past •

GRAND TOURING GLORY



Fittingly, the Mini Spares pace car for the Thruxton BTCC weekend was this fabulous sporty black-with-gold-detail 1275 GT, or 'Grand Touring' to give the Clubman-bodied saloon its fuller nomenclature. The owner, Adam

Cooke, was certainly able to give his pride and joy a good thrash around the sweeping 2.356-mile circuit, with drama-free formation laps for the Mini Challenge races. G-rea-T work, fella! •

Photo: Roland Eckert

IN BRIEF



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 was available on the weekend, here modelled by Alan 'Freemans' Jackson. Priced £25 it features M7RC, Dunlop and Mini Spares logos, with 'TOCA Thruxton 2019' inscription. A collector's item... •

MINIS AT MONDELLO

Over in Ireland, the 2019 Mondello Park Historic Festival in County Kildare is set to feature historic motorsport, classic cars, live music and air displays. Main attraction promises to be a tribute to 60 years of the Mini, capped by a grid of mostly UK-based pre-66 race Minis. Scheduled for the 17-18 August weekend, the event is supported by The Irish Mini Owners Club •

BIG SCREEN MINIS AT STOWE

Classic car insurer and valuation specialist, Hagerty, has paid homage to *The Italian Job* film's 50th anniversary, and 60 years of the Mini, with its own 'mini' movie shot at Stowe School near Silverstone. The film concept highlights a classic Mini, sourced by Hagerty, which students at the school have rebuilt to a very high standard. Michael Deeley, director of the original 1969 film, was once a pupil at Stowe himself! •

Image: Newspress (Amy Shore)



NEWS NEWS NEWS NEWS



SAFETY REGULATIONS FOR ZANDVOORT

Friday 5 - Sunday 7 July 2019

As previously shared with all members and associates via the M7RC *Express News* e-circular (dated 22 June), here is the advice for Zandvoort:

DON'T PANIC BUT PLEASE LOOK AT THESE SAFETY REGULATIONS

As those racing in Europe will know (we are now at 35* entries) there is always a balance to be had between the different sporting associations and their regulations, in this case the Dutch (KNAF) and our own MsUK (née MSA), and while we have an agreement to run to MsUK rules, when it comes to safety the Dutch authority are keen to impose their own rules which are below and the stated safety regulations shared last week by Menno. (* at time of writing)

As the headline states, there is no need to panic. Recall the previous years where every year every car has passed scrutineering, where the scrutineers have praised our cars and where, last year, they even gave a speech saying how professionally the cars were presented. Nett, we do not expect that any car to NOT be allowed to, in the end, go out on the circuit. However, for a less stressful experience, here are some things we know:

- 1) They will be strict as they have been every year on what you wear, long sleeves, etc. Make sure to get your clothing up to the standards listed.
 - 2) They will want us to have arm restraints. They sell them at the circuit for €15, or you can get them in advance on Demon Tweaks, and you can always borrow some from another racer. This reads like a change from last year so be ready for them to insist.
 - 3) On fuel tanks, there is an expectation that you will need to at least have foam inside.
- Our scrutineer, Steve, will be with us in Holland from Thursday, and he can answer any questions you may have on these standards. He can also be contacted in advance, his email is stevewood26@live.co.uk His mobile number is **07957 226796** •

KNAF minimum Safety requirements (Clubsport)

(see also KNAF Reglementenboek 2019, Algemeen Autorensport Reglement,
Reglement: Clubsport, Articles 13 & 14)

Safety requirements drivers equipment (Art 14):

- Clothing according to CSI appendix L with FIA norm 8856-2000
 - o Overall FIA norm 8856-2000
 - o Balaclava FIA norm 8856-2000
 - o Underwear FIA norm 8856-2000
 - o Shoes FIA norm 8856-2000
 - o Gloves FIA norm 8856-2000
 - o Socks FIA norm 8856-2000
 - Helmets (crash helmets) according to CSI appendix L with norm;
 - o Snell SA2010,
 - o SA2015,
 - o FIA 8858-2002,
 - o FIA 8859-2015,
 - o FIA 8860-2004,
 - o FIA 8860-2010 and
 - o FIA 8860-2018,
- preferable (but not obligatory) a FHR system.

Safety requirements cars (Art 13):

Reglement: Clubsport (referenced to CSI of 2013).

- **Seatbelts:** CSI appendix J article 253.6 (2013) FIA norm 8853.98 or higher (age limited to 5 year after label expiring date). When combined with FHR system, age limited to label expiring date.
- **Fire extinguisher:** CSI appendix J article 253.7.2 and 7.3.
- **Safety cage (ROPS):** CSI appendix J article 253.8 (2013), article 277(Formula cars) and 259.16.4 (sportcars). Rollbars with so-called S-shape / double bend in the front rollbar are tolerated until 01-01-2022. It is strongly advised to update / replace these rollbars so that they comply with current Annex J requirements.
- **Windownet:** CSI appendix J article 253.11 (2013) or an armrestraint (conform SFI 14.2.33.3).
- **External circuit breaker:** CSI appendix J article 253.13 (2013)
- **Fuel tanks & fillers:** CSI appendix J, article 253.14 (2013) Original or FT3 1999, FT3,5 or FT5 tank with FIA approval. Original fuel tank is preferred.
- **Seat:** CSI appendix J article 253.16 (2013) but the FIA norm 8855/1999 with maximum age of 10 year and FIA 8855/2009 also maximum age 10 year •

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MSA Championship Permit No: CH2019/R104 (Grade C)

NEWS NEWS NEWS NEWS

NATIONAL POINTS

after Rds 3+4 @ Thruxton

MINI MIGLIA

1	1	Aaron Smith	74
2	48	Lee Deegan	69
3	92	Jason Porter	59
4	45	Chris Morgan	54
5	11	Kane Astin	54
6	80	Joe Thompson	46
7	72	Rob Howard	43
8	56	Nick Padmore	37
9	23	Rupert Deeth	36
10	37	James Cuthbertson	34
11	44	Darren Moon	31
12	85	Sam Summerhayes	29
13	20	Mark Sims	27
14	64	Alex Osborne	24
15	83	Colin Peacock	19
16	49	Martin Wager	17
17	60	Endaf Owens	16
18	53	Niven Burge	13
19	69	Tony Le May	13
20	42	Paul Simmonds	13
21	12	Wayne Grayer	13
22	26	Peter Arnold	11
23	17	Rick Jessop	9
24	27	Peter Harries	0
nc	15	Gordon Pocock	-

MINI LIBRE

1	500	Rob Davis	40
2	474	Josh Evans	23
3	616	Justin Cooper	19
4	115	Steve Baker	14
5	113	Phil Harvey	11
6	126	Peter Hills	10
7	177	Peter Crewes	6
8	171	Dan Lewis	1

MINI SE7EN

1	4	Joe Thompson	75
2	28	Dom Burger	74
3	20	Darren Thomas	71
4	77	Andrew Deviny	64
5	94	Lee Roberts	58
6	35	Jeff Smith	47
7	39	Glen Woodbridge	43
8	22	Graeme Davis	41
9	0	Leon Wightman	33
10	2	Spencer Wanstall	32
11	95	Julian Proctor	26
12	27	Leon Oli Window	22
13	38	Steven Hopper	22
14	55	Darren Eaton	19
15	1	Max Hunter	18
16	57	Philip Gillibrand	16
17	49	Ross Billison	14
18	63	Dave Robinson	11

19	69	Steve Trench	10
20=	88	Kieren McDonald	2
	89	Tom Hartwell	2
22	37	Gareth Hunt	1

MINI-7 S-CLASS

1	708	Scott Kendall	80
2	795	Stuart Gilby	67
3	733	James Bryan	55
4	706	Jo Polley	54
5	760	Jack Shearing	48
6	736	Thorburn Astin	37
7	711	Damien Harrington	37
8	787	Connor O'Brien	36
9	720	Ben Cutler	33
10	796	Mark Chappell	30
11	765	Simon Martin	25
12	742	Ben Butler	23

Mini Se7en Novices

1	39	Glen Woodbridge	12
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Mini-7 S-Class Novices

1	760	Jack Shearing	10
2	720	Ben Cutler	8
3	733	James Bryan	8

Graham Hill Trophy Under-17 S-Class

1	736	Thorburn Astin	6
2	720	Ben Cutler	4

WINTER POINTS

after Rds 1+2 @ Silverstone

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



M7RC DRIVERS SWELL HISTORIC GRIDS

What a year 2019 is turning out to be for the Historic Mini race scene, and not just because it's the 60th Anniversary of the Mini itself. There's a strong association with the M7RC, and following the huge representation of current and past Club drivers at the Goodwood Members' Meeting in April - where Nick Swift narrowly won from Nick Padmore, Chris Lewis and Ian Curley - there has been further media coverage. Masters Historic events, at Brands Hatch GP on 26 May and at Donington Park on 9 June, have seen swarms of Pre-66 Cooper Ss, with 2011 Miglia Champ' Endaf Owens taking victory in the SU Carburettors all-Mini race at the latter venue, while in the mixed Pre-66 Touring Cars, Dave Edgecombe was best of the Minis up against the more powerful Ford Mustangs, Falcons and Lotus Cortinas. Similarly, at Brands, leading Mini crews were Bell/Ferguson, with Jonathan Lewis then Bill Solis/Curley next up. Elsewhere, 1979 Se7en Champ' Patrick Watts made headlines alongside Nick Swift at the inaugural Lydden 'Historics on the Hill' meeting on 27 May, while other familiar names include Peter Baldwin, Nick Paddy, Dan Wheeler, Jeff Smith, Jo Polley, Scott Kendall, Chris Morgan and Jonnie Kent •

Photo: M7RC Archive / M Barrington

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 •



RACE REPORT: National Rd 3

Thruxton... 18 May 2019...

THE MINIS WERE THE STAR PERFORMERS AT THRUXTON OVER THE 18-19 MAY WEEKEND, IN SUPPORT OF THE HUGELY POPULAR TELEVISED BTCC HEADLINE ACT, AND EARNING PRAISE ALL ROUND AFTER A QUARTET OF HUGELY ENTERTAINING RACES



Thomas on top Kendall collects

The Se7ens and S-Class went first on Saturday afternoon, and in a pulsating 10-lapper, up to nine cars were in the mix for victory. In a typical Thruxton slipstreamer, it came down to a last-lap swarm into the Club chicane, Darren Thomas coming out the other side with a small advantage, with Joe Thompson and Dom Burger brushing wheelarches side by side through the chicane to take the remaining podium places. Behind,

Jeff Smith was knocked into a spin after a clash with Max Hunter, the reigning champ' taking fourth from Andrew Deviny, Leon Wightman - who held an almighty slide up to the chicane after being tapped when in the leading trio - Spencer Wanstall and Lee Roberts. Behind these, Graeme Davis' bright yellow car headed the S-Class of Scott Kendall, with Leon Window nipping past the recovering Smith for 11th. Of the rest, Steve Trench had novice Glen

Woodbridge for company towards the end as they battled gamely with the quicker S-Classes, while Darren Eaton struggled for full revs back in 19th overall, and Philip Gillibrand's return after a few years away netted him 15th in class after a good scrap among the S cars. Kieren McDonald had been in the lead pack before stopping on lap 4, likewise Steve Hopper, Tom Hartwell, Dave Robinson and Julian Proctor all had terminal engine issues, and Ross Billison pitted with opening lap damage. Gareth Hunt had withdrawn when dad Stuart was hospitalised the week before. With Kendall winning from S-Class pole, less than 10s behind, teammate Connor O'Brien got the better of newcomer Damien Harrington for second in class. Stuart Gilby was best of the rest, ahead of debutant Ben Cutler who was also top Under-17, as fellow teen' Thorburn Astin collected Jo Polley's out of shape pink car at the Complex on the opening lap. Jack Shearing took 6th in class in his Croft-repaired car, ahead of Simon Martin, Ben Butler (misfire) and James Bryan, with Mark Chappell an early DNF •

RW

RESULT:

Race 1	Se7en / S-Class	10 Laps
1	20 Darren Thomas	16:40.738
2	4 Joe Thompson	
3	28 Dom Burger	
4	1 Max Hunter	
5	77 Andrew Deviny	
6	0 Leon Wightman	
7	2 Spencer Wanstall	
8	94 Lee Roberts	
9	22 Graeme Davis	
10	708 Scott Kendall S	17:00.117
11	27 Leon Oil Window	
12	35 Jeff Smith	
13	787 Connor O'Brien S	
14	711 Damien Harrington S	
15	69 Steve Trench	
16	39 Glen Woodbridge	
17	795 Stuart Gilby S	
18	720 Ben Cutler S	
19	55 Darren Eaton	
20	760 Jack Shearing S	
21	765 Simon Martin S	
22	57 Philip Gillibrand	
23	742 Ben Butler S	
24	733 James Bryan S	
dnf	38 Steven Hopper	6 laps
dnf	89 Tom Hartwell	4
dnf	88 David Robinson	3
dnf	796 Mark Chappell S	1
dnf	49 Ross Billison	1
dnf	95 Julian Proctor	0
dnf	706 Jo Polley S	0
dnf	736 Thorburn Astin S	0
wd	37 Gareth Hunt	
FL 7	J Thompson	1:38.083 - 86.47 mph
FL S	S Kendall	1:40.132 - 84.70 mph
Pole 7	S Wanstall	
Pole S	S Kendall	
2.356-mile circuit		

Photos: P Waller



...RACE REPORT: ...National Rd 3

Thruxton
18 May 2019



Morgan on merit Davis in a duel

Amazingly, the Miglia/Libre encounter was even better, and after countless changes of lead it was Chris Morgan who executed the perfect manoeuvre into the chicane at the death, squeezing between his rivals and keeping it off the kerbs to record his maiden victory in the formula. Kane Astin and reigning champ' Aaron Smith were next ahead of Lee Deegan who bounced across the kerbs on two wheels, then Nick Padmore

who had led in the run up to the final corner, from Jason Porter and Endaf Owens, the latter promoted to sixth after Deegan was later docked a total of 15s for 'track limits'. Sam Summerhayes would have been 7th but ended his 10 laps in the pitlane, which doesn't count as a classified finish anymore. Similarly Colin Peacock also slowed into the pits at the end and was a 10-lap DNF too. Next therefore was Rob Howard who didn't quite have the hors-

es to stay in touch but held off Alex Osborne who recovered from a lap-1 spin. A tremendous midfield battle saw Darren Moon bag a top-10 finish ahead of James Cuthbertson and Martin Wager, with the equally frenetic Libre battle giving Rob Davis a third win on the trot after Phil Harvey's front-end began dragging on the tarmac following a touch at the Complex, allowing Steve Baker and Josh Evans to fill the Libre podium. Sandwiched in between were Paul Simmonds and Mark Sims. Next up, the two Peters, Hills and Crewes, re-enacted their 2017 Libre title battle with Hills on top this time, leaving Justin Cooper to complete the unlapped runners. Peter Arnold's Mig finished a lap down, while Wayne Grayer's return to the formula after a couple of decades was interrupted by a pit visit to leave him 2 laps adrift. Joe Thompson clouded a large sign, blocking his rad which boiled the engine, and Niv Burge came in after a heavy trip over the grass. Having qualified third on his Libre debut, Dan Lewis stopped on the out lap, while Peter Harries packed up after qualifying

RW

RESULT:

Race 1	Miglia / Libre	10 Laps
1	45 Chris Morgan	15:07.015
2	11 Kane Astin	
3	1 Aaron Smith	
4	56 Nick Padmore	
5	92 Jason Porter	
6	60 Endaf Owens	
7	72 Rob Howard	
8	64 Alex Osborne	
9	48 Lee Deegan (inc. 15s pens)	
10	44 Darren Moon	
11	37 James Cuthbertson	
12	49 Martin Wager	
13	500 Rob Davis	15:31.375
14	42 Paul Simmonds	
15	20 Mark Sims	
16	115 Steve Baker	
17	474 Josh Evans	
18	126 Peter Hills	
19	177 Peter Crewes	
20	616 Justin Cooper	
21	26 Peter Arnold	9 laps
22	12 Wayne Grayer	8
dnf	85 Sam Summerhayes	9 laps
dnf	83 Colin Peacock	9
dnf	113 Phi Harvey	8
dnf	80 Joe Thompson	2
dnf	53 Niven Burge	1
dnf	171 Dan Lewis	0
ns	23 Rupert Deeth	
ns	27 Peter Harries	
wd	15 Gordon Pocock	
FL	M C Morgan	1:28.759 - 95.55 mph
FL	L P Harvey	1:30.366 - 93.85 mph
Pole	M N Padmore	
Pole	L R Davis	
2.356-mile National circuit		



Photos: ?????

RACE REPORT: National Rd 4

Thruxton...
19 May 2019...



Darren's double Clearly Kendall

With live TV for Sunday's races there was an added frisson of excitement in the air, and the second Se7en/S-Class thrash was soon living up to expectations. Despite starting from the fifth row, Thomas moved up to lead within a couple of laps, with a tremendous battle in his mirrors for second, the big screens erected for the TV coverage allowing spectators to see just how many lines could be

taken around the fast sweeping sections on the far side of the circuit. However, just as the field was jostling for position nearing the conclusion, a red flag for a stranded car cut short the entertainment, the result counted back to 7 laps and leaving a more than happy Thomas with double victory ahead of Burger, Deviny, Thompson and Roberts. Kendall again dominated S-Class in 6th overall, battling with the Se7ens

of Davis, Woodbridge, Window (10s penalty dropping him to 11th) and Billison, with Eaton in 10th running nearly 3s quicker than the day before. Further back, Gillibrand was pleased to record a second finish in among the S-Class, with Hopper dropping to 22nd after losing time mid-race. Worsening oil smoke drew a black/orange flag for Wightman but he parked it anyway, likewise Proctor, Trench, Wanstall, Robinson, Hartwell and Hunter all stopped, while McDonald was certain he was on for a great result after an exhaustive under-bonnet overhaul, but a fuse blew just after the start to leave him rueing what might have been... Behind Kendall, the S-Class saw Harrington and Thorburn Astin - great effort from the back row - make it onto the podium, while the unlucky O'Brien had been holding second until a hub broke and pitched him into a race-stopping spin at the Complex. Cutler, Gilby, Polley and Shearing were all in the battle for third too, with Chappell, Bryan and Martin having a good scrap for 8th. At the back, Butler was again stymied for full power •

RW

RESULT:

Race 2	Se7en / S-Class	7 Laps*
1	20 Darren Thomas	11:41.677
2	28 Dom Burger	
3	77 Andrew Deviny	
4	4 Joe Thompson	
5	94 Lee Roberts	
6	708 Scott Kendall S	11:47.661
7	22 Graeme Davis	
8	39 Glen Woodbridge	
9	49 Ross Billison	
10	55 Darren Eaton	
11	27 Leon Oli Window	
12	711 Damien Harrington S	
13	736 Thorburn Astin S	
14	720 Ben Cutler S	
15	795 Stuart Gilby S	
16	706 Jo Polley S	
17	760 Jack Shearing S	
18	57 Frank Gillibrand	
19	796 Mark Chappell S	
20	733 James Bryan S	
21	765 Simon Martin S	
22	38 Steven Hopper	
23	742 Ben Butler S	
dnf	787 Connor O'Brien S	7 laps
dnf	0 Leon Wightman	6
dnf	95 Julian Proctor	6
dnf	69 Steve Trench	6
dnf	2 Spencer Wanstall	6
dnf	63 Dave Robinson	6
dnf	89 Tom Hartwell	2
dnf	1 Max Hunter	1
dnf	88 Kieren McDonald	0
ns	35 Jeff Smith	
wd	37 Gareth Hunt	
FL 7	D Thomas	1:37.980 - 86.56 mph
FL S	S Kendall	1:38.534 - 86.07 mph
Pole 7	J Thompson	
Pole S	S Kendall	
2.356-mile National circuit		
* race red-flagged; result declared @ 7 laps		



Photos: P Waller

...RACE REPORT: ...National Rd 4

Thruxton
19 May 2019



Well played Padmore

Fourth for Davis

Capping off a superb display of club racing at its very best was the second Miglia/Libre thrash, and boy, what a treat this was for those lucky to witness it! Flat-out all the way round the 2.356-mile Hampshire circuit, the harmonious pitch of A-Series engines on-song held onlookers spellbound, with the lead changing constantly. In what proved to be a record-setting pace, it was Padmore who judged

his last lap the best, ascending Woodham Hill in the pack before nosing ahead into the chicane and onto the chequered flag for a brilliant victory. Once more Deegan was absolutely on the limit, climbing back up the order after a clash with Owens, and almost snatched second from Morgan on the run to the line, with Smith, Summerhayes and Porter all within a blink. Fabulous stuff! Howard passed an ailing Thompson

on the line, the latter having been in the lead mix too until the last lap, with Burge putting in a great stint to edge Osborne for 9th from the 10th row. A huge bunch of cars swarmed for 11th, Cuthbertson eventually nosing it from Moon, Wager, Sims, Grayer and Simmonds, while in the middle of them all Davis again triumphed in Libre but only when Harvey again caught a touch and ended the race with his screen falling in! Baker overcame Hills for third in class, despite a mid-race spin that earned a huge cheer from the grandstands, while Cooper gradually dropped off their tails in 5th, and Arnold again made the finish a lap down. Of the non-finishers, Deeth's replacement engine lasted until lap 8 before he pulled in, Owens parked up under the chicane grandstand at midway, Kane Astin also pitted for good following a hairy spin around the outside of the pack into the chicane, joining Peacock and the Libre of Crewes, while Evans' Libre was parked out the back with a flat tyre, and the unfortunate Dan Lewis' sum total of race laps for his Libre debut weekend remained at zero ●

RW

RESULT:

Race 2	Miglia / Libre	10 Laps
1	56 Nick Padmore	15:04.840
2	45 Chris Morgan	
3	48 Lee Deegan	
4	1 Aaron Smith	
5	85 Sam Summerhayes	
6	92 Jason Porter	
7	72 Rob Howard	
8	80 Joe Thompson	
9	53 Niven Burge	
10	64 Alex Osborne	
11	37 James Cuthbertson	
12	44 Darren Moon	
13	49 Martin Wager	
14	500 Rob Davis	15:26.788
15	20 Mark Sims	
16	12 Wayne Grayer	
17	42 Paul Simmonds	
18	113 Phil Harvey	
19	115 Steve Baker	
20	126 Peter Hills	
21	616 Justin Cooper	
22	26 Peter Arnold	9 laps
dnf	23 Rupert Deeth	7 laps
dnf	60 Endaf Owens	5
dnf	11 Kane Astin	3
dnf	177 Peter Crewes	3
dnf	83 Colin Peacock	2
dnf	474 Josh Evans	1
ns	171 Dan Lewis	
ns	27 Peter Harries	
wd	15 Gordon Pocock	
FL	M N Padmore	1:28.646 - 95.67 mph (record)
FL	L P Harvey	1:29.809 - 94.44 mph (record)
Pole	M C Morgan	
Pole	L P Harvey	
2.356-mile circuit		



Photos: P Waller

GALLERY:

Thruxton...

Photos: P Waller + M Jackson + R Eckert



...GALLERY:

Thruxton



Photos: P Waller + M Jackson + R Eckert



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TROPHY TALES

The M7RC has established many awards over six decades; we recount the origins of some of them...



THE MAURICE LEGGATE TROPHY

If you have ever read any books on the Mini, chances are you will have come across one very famous picture; a Leyland 1275 GT Challenge car, upside down, and captured in mid-roll by a brave photographer. It is an iconic image, and the 'infamous' driver is Malcolm Leggate, a leading competitor at the time who went on to race in the

British Saloon Car Championship, nowadays known as the BTCC. As did his daughter Fiona in the mid-Noughties. Maurice Leggate however was Malc's father, and the founder of a large, fresh veg producing company in Boston, Lincolnshire. The Leggate family donated this trophy to the M7RC - in fact a beautifully engraved silver salver - to reward the driver who, in the membership's opinion, produces the most memorable individual drive of the season: you know the kind of thing; relegated to the back of the grid and storms through the pack, on the edge of adhesion and using all the kerbs before taking the chequered flag by the thickness of a bumper, or somehow keeps a baying pack behind them all race, in monsoon conditions, with a slow puncture, you get the picture... •

THE BRYAN SLARK VALVE

Otherwise known as the 'It Can Only Get Better' award, this is arguably the one Club trophy that nobody admits to taking home from the Dinner Dance or, at least, doesn't set out to win at the beginning of the season. When things just don't go as planned - a string of engine failures, collecting other people's accidents, random punctures, etc - then this is the 'accolade' on offer. The trophy itself is uniquely distinctive; a wooden shield on which is mounted a duff A-Series valve rumoured to have come out of a Mini race engine, but further modified for effect with a 'knot' in the stem, and donated to the Club by tuning legend Bryan Slark. Well, not even he could use that one anymore! •



THE JAMES ARMSTRONG MEMORIAL TROPHY

Many a budding Mini Se7en racer has started out first watching from the sidelines from a very early age, and in their mind's eye with plans on how they would one day be a

winner too. Young James Armstrong was no exception; his dad Reg was

one of the pacesetters in the early days of Formula Mini-7, culminating in the National title in 1972. Reg's daughter Julie continued the family involvement in the late-1980s, racing a Se7en for a few seasons - Reg even came back for the odd race too - before younger brother James indicated that he was next in line for a go. Sadly, in 1991, James' life was cut short through illness before he had the chance to fulfill his dream of racing with the M7RC, but as a fitting tribute, the Armstrong family instigated a delightful crystal Mini atop a wooden plinth, intended for the driver in Mini Se7en who, at season's end, was just outside the top positions in 11th overall. Or to give the trophy its alternative name, the 'Hard Trier' award, which is, in essence, the very nature of aiming for the top in Mini Se7en •

THE BILL SOLLIS TROPHY

Consistency is a major key to any successful championship campaign and, in general, the more wins a driver scores then the more likely it is for them to triumph overall at season's end. That theory also follows for the overall positions thereafter, and so to finish as runner-up a driver is more likely to have accrued the next best set of scores, or be the 'best' best-of-the-rest, right? To that end, whichever driver, from either Mini Se7en or Mini Miglia, finishing in the runner-up position who scores the most second places during a season, then there is also some recognition for that extra effort in going so close, on so many occasions. Indeed, a driver being runner-up for more than one or two seasons would also usually earn the tag of 'bridesmaid' - just ask Ian Gunn or Dave Braggins, even though they both went on to become champions. Better still, ask former Club Chairman Bill Sollis, as after it also happened to him, he figured that perhaps the feat should be marked with an award too! •



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

Pit & Paddock



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2018

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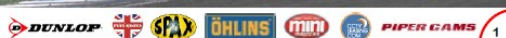
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BRING IT ON!

Pembrey Preview
Full Calendar
Runners & Riders
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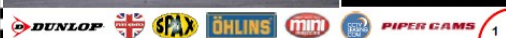
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Welsh Rare Hit!

Pembrey Reports
• Miglia double for Smith
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Best from the East

Duplicate Deegan

Snetterton Reports
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• Deegan takes both Se7ens
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Marvellous Miglias

Thrills & Spills

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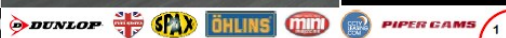
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Miglia wins for Deeth & Peacock
Thompson & Deviny in Se7ens

Double Dutch Delight

Zandvoort Reports
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• Hunter in Se7en benchmark
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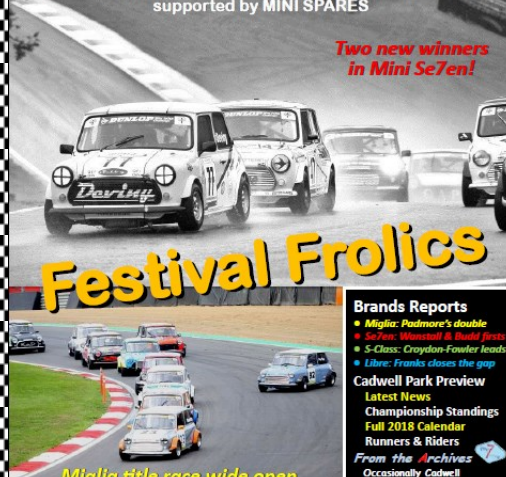
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Two new winners in Mini Se7en!

Festival Frolics

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Astin & Deeth mix up Miglias

Cadwell Capers

Four titles going down to the wire

Cadwell Reports
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Aaron takes Miglia crown!

Smoking Silverstone

Drama-filled finale

Silverstone Reports
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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 1275GT's; 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



Spa Francorchamps 20 years ago: 1999

WITH OVERSEAS RACES A RARITY, INCREDIBLY THE M7RC WAS VISITING MAJESTIC SPA FOR THE SIXTH YEAR RUNNING, AND WITH A RECORD ENTRY TOO...

National Mini Miglia: 6 June

National Mini Se7en: 6 June

Ardennes Faster

AFTER YET ANOTHER CLOSELY fought Miglia classic, it was born-again Mini nut, Jonathan 'Monkey' Lewis who went back home to Blighty with the biggest grin. In the Se7ens, Dave Braggins had just as much to smile about

PRACTICE (Fri 4th & Sat 5th): If this year's record entry was anything to go by then the annual trip to the magnificent Spa Francorchamps circuit in Belgium is fully justified on the calendar. For the first time ever, more cars than available grid spaces had ferried their way across the Channel, with two more than the maximum 60 (saloon car) spruced up and raring to go. As is customary, the 'Euro Race' meeting was held over three days, with not one but two qualifying sessions available to clock up minimum three laps to make the grid. The first session on Friday afternoon was dry, a minor miracle on a circuit renowned for its variable conditions over 4 1/2 miles of topographically challenging Ardennes scenery. Saturday's late lunch run-out was also dry but with a grey sky looming ever darker. This also meant that running conditions were marginally cooler than the day before, reflected in nearly 2/3rds of the field going faster, alt-

Race winner Jonathan Lewis (top)
The Se7ens of Con McLaughlin and
Geoff Letts at the Bus Stop (right)
Photos: M7RC Archive (K Ellison)

hough it can also be argued that the 1st session is simply for learning the way round, the 2nd for setting a proper time! Interestingly, the commentators were amazed by the speeds attained by the Minis, specifically at Radillon, just after Eau Rouge. The Se7ens were clocking 170kph, Miglias 220kph. Quick indeed...

MIGLIAS: No matter which session, it was last year's winner Jonathan 'Monkey' Lewis who proved fastest in both, the only driver to break 2:56. The former 7 Novice (1979) and National 7 Champ (1980), and brother of four-time Miglia Champ Chris Lewis, was really enjoying himself, despite bending a valve, and had really entered into the Mini spirit by driving to the circuit from his native Yorkshire in his own restored Cooper. He'd also dyed his hair bleach blond like Jacques Villeneuve. Sharing the front row would be Club Chairman Bill Sollis in his first Miglia race for over a year. Having acquired the ex-Casey/Oakley car, Bill was "pleased to be back", despite niggly 'new car' problems. "The engine was cutting out at Eau Rouge slightly" he noted. A superb effort jumped Daniel Eady from 10th to third. "It's going like a missile" he enthused, "but I was consistent." That pushed Mini legend Peter Baldwin back to fourth, the Cambridgeshire engine tuner left bemused by an engine swap. A new head had been shipped out from the UK overnight but according to one team helper had proved "crap". The old one was probably going back in for the race. Reigning Champ Ian Curley took fifth, cheekily pointing out that it was "a long time since I was this low on the grid." Even stripped

teeth in the gearbox didn't dampen his confidence - "...probably too many burn-outs in the town yesterday" he joked, in reference to the drive into nearby Stavelot the night before as part of the Euro Race celebrations. Jonathan Lloyd in the first of the Manders cars moved up to sixth thanks to a change of gearing which saw him improve by nearly 2s, while in seventh Ian Gunn in an ex-Manders car was having engine problems. Poleman Lewis would lend a unit for the race. Suspension failure in the opening session restricted Richard Wager to 13th, but he moved up to eighth despite a misfire, with Matt Hayman next up going nearly 3s quicker before he broke a valve cap. Rounding out the top 10 was Steve Bell who, like Matt, was experiencing Spa for the first time in a Mig. Steve was marginally faster on Friday in the Moss-backed car. Phil Manser in 11th couldn't get a particularly clear run, and Gordon

Pocock maintained 12th, he claimed, by "lowering the tyre pressures." Meanwhile Mike Jackson was still feeling the after effects of a sprained wrist from the previous Snetterton bump with Bell. Alongside Mike was Spa first-timer Mark Chandler who thought the place "fantastic", despite suffering an accident in the paddock. Seems a marshal reversed an old Peugeot into the front of Mark's gleaming white racer. "That's the third rad this year" he sighed. Tony Higgins was pleased to go quicker, a duff clutch his only problem due to loose slave cylinder bolts. In 16th, Colin Peacock was another first-timer here in his Gerald Dale-tended car. "Fantastic; unbelievable" he enthused. "It's like a huge Cadwell Park." A holed piston didn't seem to alarm Wayne Grayer too much in 17th, just ahead of Michael Green in the ex-Hack car, with Kevin 'The Mole' Mason in 19th improving by nearly 8s thanks to a jetting change. "It wouldn't rev; it's nice now" he added. Scott Bennett and Dave Kimberley were the last of the 1300s to outrun the 1000s, Scott plagued by a chronic oil leak all over the engine bay which saw him miss the second session to effect a solution. Meanwhile Dave's problems were mostly away from the circuit. Firstly his house was struck by lightning shortly before the trip away, then on his way to the port from the Midlands he was pulled over by the police for a random check and promptly arrested for an overweight trailer load. Trailer impounded, he had to hire another miles from home. A snapped roller rocker on his Mig seemed paltry in comparison. Neil Mackay and Malcolm Holdstock were the final Miglia pair, in 29th and 43rd overall respectively. The Scotsman reckoned his oil pressure relief valve needed adjusting up a bit but was otherwise fine, while Malc had "no brakes" on Friday, "no clutch" on Saturday, and a plug fouled up. Remedy? "Come back and had a beer..."

SETENS: Traditionally the bigger field, the Se7ens proved to have not only quantity but quality.





From the Archives



Spa Francorchamps 20 years ago: 1999

Certainly the circuit commentators were gushing in their praise of the close action. And that was just practice; more entertaining they reckoned than some other races... At one point, they had been captivated by a 9-car train which was towing each other along to hopefully quicker times. Pole position swung from Dave Braggins to James Hayman, the young Welshman improving his time by over 1/2 second before ploughing off into a gravel trap after a tie-bar snapped. Braggo dropped to second therefore. Mark Hunt's impressive rise to the front in less than two seasons had not yet included a Spa race, so third reflected his genuine potential. A 3s improvement from Dick Hunter moved him up to fourth, having originally had to change engines before the first session. In fact, the 'spare' belonged to Tim Stanbridge and was for sale. Dick didn't mention if he was going to buy it however... Also swapping engines but also going quicker was Dave Barwell in fifth, although he was more engrossed in watching the England football match on TV. They didn't win. The first of the Somerford Mini Centre-backed cars was next, Rob Cullum ending practice buried in the Bus Stop wall when a bolt fell out of a tie-rod. The front subframe was badly bent; if no replacement could be

found the Pitstop crew was crossing its fingers with a welded repair. Next up came Tim Sims in the familiar yellow/blue colours of the Simmini team. Despite a fractured oil cooler, leaky water pump and then running out of petrol Tim reckoned the car was "fine." Paul Woodbridge improved by nearly 2s to take a worthy eighth, leaving Andy Burge and Simon Adams on the fifth row in class. Andy's biggest concern was a baulky third gear while Simon claimed his brakes were "rubbish." Two yellow LettsRace cars were on hand, with Geoff Letts setting the quicker time. That was on Friday, while Saturday brought him the fright of his life when a suspension bracket failed causing him a heartstopping sideways moment up through Eau Rouge. Geoff thought it the legacy of a clash at the previous Snetterton race. Brother Alan in 25th was less fortunate, snapping the crank on Friday and ending his meeting early. Jason Porter took 12th despite a big oil leak in his spare engine, the original having rattled away with fractured push rods, while alongside would be Andrew Deviny who recovered from a crank damper failure in the first session to slash nearly 10s off his time. Brother Ian languished near the foot of the time-sheets in the newer car, a bent engine steady causing gear selection difficulties in addition to the engine boiling when a water pump gasket failed. And the exhaust fell off back in the paddock. Mark Sims' green Boopspeed-prepared car was a little further back than expected in 14th, ahead of Bill Boldison in his first race of the season, with experienced campaigner Rob Selby in a brand-spanking new white car next up. Rob lost the clutch and reckoned the rear shocks were not damping properly too. Paul Frankcom took 17th despite losing all his water in the first session when the pump belt broke, then picking up a puncture on

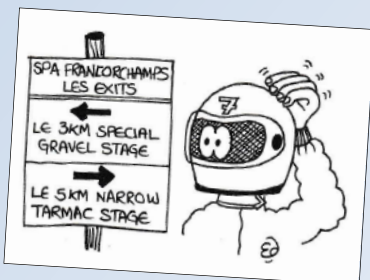
his way out to start the second. Darren Coe set his quickest time on Friday, edging out John Pearson for 18th. John honestly admitted he "just wasn't going quick enough" but like many was simply enjoying himself on this track. Completing the top 20 was Paul Thompson who had a gear selection problem. Con McLaughlin went well to 21st, ahead of Sarah Munns who simply remarked her practice was "perfect."

34th, having only run in the first session. The remaining qualifiers could all be found around the busy Pitstop marquee, Denise Manderscheid heading Jonathan Hudson and Phil Lee. While Denise reported no problems, Jonathan had the dubious distinction of going straight off into the tyrewall at the top of Eau Rouge. The damage looked worse than it really was, and a sticker on the replacement wing read "I love Eau Rouge." Meanwhile Phil suffered a broken crank. "I heard a bang and then a rattle so I shut it off." Luckily there was a spare unit for the race. Finally, Mike Grayson endured a frustrating two days without recording a time. Firstly a crank snapped in the opening session. Then in the second, with a cobbled together unit comprising spare McGarry/Adams Brownspeed bits, the primary oil seal failed. Mike reluctantly called it quits thereafter rather than risk further mechanical damage.

RACE (Sunday 6th):

With the race back to its original early Sunday slot, Saturday night's revelry was rather modest by usual M7RC standards. Thus the Mini paddock was ready to roll as the first rays of light began to peek around what was left of the overnight rain cloud, conditions generally damp underfoot. The race beforehand was for the Italia Mégane Elf Cup which at least formed a drying line as the 58 Minis lined up on the grid, facing downhill to the awesome Eau Rouge corner. The sun even made an appearance to brighten the morning air although as the warm-up lap came to a close a chill breeze could be felt as more clouds reappeared. All tension disappeared however as the two screaming packs were released, a brightly coloured swarm of buzz-boxes negotiating what is the most daunting corner in GP racing with enthusiastic discipline.

MIGLIA: Sollis was slow away allowing Lewis in front along Kemmel into Les Combes. At Malmedy however, Baldwin slipped ahead until the pack reached the Bus Stop



Andrew Deviny heads Rob Cullum - both retired early on (top); close Mig action with Ian Gunn and Phil Manser (right)
Photos: M7RC Archive (K Ellison)





From the Archives

OIS BuroMarket



Spa Francorchamps 20 years ago: 1999

where again Lewis retook the lead. Out of La Source hairpin to complete the lap and now it was Baldwin retaining the lead once more from Lewis, with Curley third from Sollis, Wager storming up into fifth and then Eady sixth. With Mason failing to start, the first casualty was Pocock whose gearbox "blew up" on the opening lap. Next time round and Sollis had gone to the front from Curley with Lewis now fighting to hold off Baldwin for third. Wager held a slightly smoky fifth from Manser, Matt Hayman, Eady, Gunn, Jackson, Bell, Chandler, Wayne Grayer, Lloyd, Higgins, Peacock, Holdstock, Green, Kimberley and Bennett, with Mackay down among the Se7ens. The lead seemed to change at least half a dozen more times before the first of the contenders was struck down. Leading over the top of Eau Rouge on lap four, Sollis felt his engine hesitate before cutting out completely, bringing his fine run to an end. Further back Gunn had split his rad after running into the back of Eady who missed a gear at the Bus Stop, and when the tempearutre got too high Gunny switched off. Wager's smoky trail was the result of a broken valve cap which stopped him on lap three also. With Sollis gone, Lewis stormed back into the lead from Curley and Baldwin as Manser headed the rest. At about mid-distance of the eight lap race the darkening clouds began to shed some of their wet load. Curley took advantage to move ahead with Lewis demoted to second and now having to defend from Baldwin and Manser. Hayman was a

few lengths back, then another small gap to Jackson, before Chandler and Bell disputed seventh. Grayer headed up a tight battle for ninth from Higgins and Peacock, with Lloyd dropping back into the clutches of Green. Holdstock had dropped Kimberley who in turn led Bennett. Mackay's busy afternoon mired down among the 1000cc midfield ended when he spun at Blanchimont and clouted the barriers hard with the l/f. At about the same time, Eady's gradual slide backwards with a slipping clutch was halted for good when the clutch oil seal blew. With track conditions becoming more greasy due to rain and the liquid contents of at least one Mini sump, the lead battle took on a new twist with Manser passing Baldwin and then picking off both Curley and Lewis to hit the front. Hayman still held a gap to Jackson, with Bell now beginning to close on them both thanks to his wets. Behind them Chandler held eighth with Peacock, Higgins and Grayer battling for ninth, then Lloyd and Green for 12th. Having got the lead, Manser was soon demoted back to third as Curley led from Lewis. Bell had passed Jackson and was now right up with Hayman, while the Miglia leaders were beginning to lap the Se7en tailenders with just over a lap to go. No sooner had the leaders' headlights been switched on to warn the slower 1000cc cars than the rain also began to ease off too. Lewis made an unsuccessful attempt at Stavelot to wrest the lead from Curley but the Kent driver held the position. Lewis tried again at the flat-out Blanchimont left-hander and this time it worked. However, this was not the end of it, and even though Lewis led out of the Bus Stop, Manser had a go into

the final turn, La Source hairpin. Unfortunately, this manoeuvre proved optimistic as Phil slid into the Se7en of Munns, even though she kept well out of the leaders path. In the confusion, Lewis was able to hold his line down the hill to the flag, for his second win on the trot, leaving Curley just 0.457s adrift as the chequer flag was waved. "I had to do something" explained Jonathan on the rostrum. "It was do or die at Blanchimont; I did it." The runner-up reckoned it was "all pretty close. When it started to rain I thought I had it in control" said Ian. Manser recovered to third as Baldwin was unable to capitalise on the last corner fracas, although the latter had been struggling to stay on terms on the greasy surface. Pleased to be on the podium, Phil admitted the last-corner clash was his mistake. "I'm going to go and apologise" he added. Some 18 seconds back, Bell in fifth looked to be the fastest driver at

the end as his wets came into play. "I went backwards at the start" he noted, "then it rained - a lap earlier would have been nice" he added. Steve dropped Matt Hayman by over seven seconds at the end. Behind the reigning Mini 7 Champ came Jackson who was unable to make inroads into the runners ahead, and concentrated on maintaining position ahead of Chandler who also kept a steady pace to the flag. The battle for ninth went to Peacock who gradually edged clear of Wayne Grayer and Higgins as grip levels decreased. Colin was "really happy" afterwards, while Tony also enjoyed himself, despite being hit up the back and gradually losing the use of 2nd gear. Lloyd settled into a duel with Green, less than 3/10ths the gap at the end, though Jonathan was expecting to be higher after his qualifying effort. Having put his disappointing practice behind him, Holdstock bore a contented smile after finishing 14th in the race. "Very nice - apart from the rain" he said. The last two to finish were Kimberley and Bennett, less than three seconds between them at the end. Dave had slowed to make sure of finishing rather than dumping it off the track, likewise Scott who appeared to have cured his oil blowing problem by moving the breathers higher on the rocker cover and modifying the filler cap. Five points was his reward for 16th.

SE7EN - Three Se7ens missed the start but it still looked pretty busy all the same. James Hayman converted his class Pole into an opening lap lead, from Braggins, Hunter, Banwell, Tim Sims, Adams (good start as he predicted) and Woodbridge. By the second lap it was clear the start order had been shuffled further back in the pack, with hints from the commentators that the Bus Stop had seen some argy-bargy. Farndon was missing his bonnet, Hunt and Geoff Letts appeared to have damage and Porter came round in last place. Down in the pitlane, McGarry called it a day with a blown head gasket. Hayman still

Dave Braggins eventually won the Mini Se7ens 'race' by over 6s (top)
Miglia of Tony Higgins was 11th (right)
Photos: M7RC Archive (K Ellison)





From the Archives



led from Braggins, Barwell into third from Hunter, then a small gap to Adams, Tim Sims, Woodbridge and Thompson, with Coe and Frankcom holding excellent top-10 positions early on. Cullum led the next group of Selby, Pearson, Boldison, then Farndon doing well from a recovering Hunt, McLaughlin, Rogers, Letts, Mark Sims, Burge, Munns and Edwards. Completing the runners were Ian Deviny, Hopper, Triffitt, Lee, Hudson, Manderscheid, Brown, Lanham and a little adrift, Porter and Hampton. We lost a quartet of runners shortly after, with a none too happy Stuart Grayer re-aligning his suspension at the Bus Stop after collecting Mackay's Miglia, Selby's battle-scarred machine crippled by a puncture, Andrew Deviny whose flywheel fell off on the run down to Eau Rouge - "It stopped very suddenly" - and Frankcom who pulled in. Just before half distance the rain began to make driving conditions tricky, with a number of cars understeering badly through Eau Rouge and onto the kerbs. Braggins took the lead from Hayman meanwhile, with Barwell in third beginning to drop Hunter. Further retirees included Cullum who collided with Selby and split a pipe which eventually stopped him at Blanchimont, Hopper "It went bang at Eau Rouge", Burge whose diff locked up, and Brown who dropped it in a gravel trap. The lead battle changed dramatically on lap five when the engine in James

Hayman's car let go in a big way on the far side of the circuit. That left Braggins and Barwell to duel for the championship lead, with Hunter manfully fighting to keep third from Tim Sims and Adams. Behind the leading five, Pearson had moved into a calm sixth from Thompson and a quickening Mark Sims, with Hunt up to ninth ahead of Boldison and McLaughlin, then Letts, Munns and Rogers. With less than a lap to go the outcome of the Se7ens race was settled. Braggo appeared out of the Bus Stop with more than the usual car length between him and what appeared to be a slowing Barwell. The latter's engine had tightened over the last couple of miles allowing his title adversary to head for the flag unchallenged. With James Hayman on dries blowing up, Dave felt reasonably secure for victory on his wets after that. Poor Barwell could only watch helplessly as first Adams and then Tim Sims passed him before La Source, demoting him to fourth. Simon was naturally delighted, "I couldn't believe it when I came across Dave [Barwell]." In third Tim Sims was a little disappointed not to have challenged for the lead as his engine overheated at the end. "I made a poor start but steadily reeled people in. I went off a few times too..." he chuckled. Hunter's tenure of third finally ended on lap seven. "It got more and more out of shape" he began, "and finally it went." A dented roof and a

few battered corners revealed his off into the gravel before rolling over. "Je suis p*ss*d off" he said with a weak smile. Also disappointed not to finish was Woodbridge who had made good ground on his wet tyres only to overheat and pick up a puncture. "I got showered in Tim Sims gravel" he explained. Into a superb fifth came Mark Sims who steadily climbed from the early traffic jam, finishing a second up on an equally impressive Pearson who simply kept out of trouble and was rewarded with sixth. Thompson dropped a few seconds back to seventh but was fairly pleased with the result, while once it rained Geoff Letts on wets recovered well from an off at Les Combes to take eighth from McLaughlin near the end. Hunt was the last unlapped Se7en in 10th. Of the rest, Boldison kept it all pointing in the right direction for 11th no more than a car's length from Rogers who proved it must have been a dodgy oil pressure gauge in practice. "That was 'ectic" he said. Minus bonnet, Farndon soldiered on to a worthy 13th, despite being taken out at the Bus Stop early on and then spinning later at the downhill left-hander (Pouhon?). The missing front panel had flipped up at Eau Rouge - not the best place really - but Steve reckoned it didn't affect the engine's performance. Gaining on Steve at the end was Porter who fought back from dead last to 14th in class, just pipping Triffitt who enjoyed his run to 15th. Ian Deviny made the finish despite losing his clutch midway through, with Edwards a little way behind him in 17th. The Pit-stop pairing of Hudson and Lee kept each other good company, the difference just over 2/10ths as they crossed the line together. Poor Munns lost at least six places in her unfortunate last corner bump with the Miglia leaders. Somehow she managed to freewheel her crippled car - minus all the front bodywork - down the hill from La Source to be classified. "I wouldn't have minded... I kept right out of the way" she grimaced. Considering the resulting damage, Sarah's was a gracious attitude. Almost demoting Sarah another spot was Lanham who plugged away to another finish here in his shoe-string car, while rounding out the finishers were Manderscheid and Hampton, the latter slowed to a crawl at the end. Like Hunter, Coe was a lap short of finishing, calling it quits rather than face a bent car after one spin too many on his dry tyres •

report M7RC Magazine
issue #5 1999/00



"Very nice, apart from the rain..." -
Malc Holdstock's Miglia en route to
14th (top); there was a 'superb 5th' in
class for Mark Sims (left)
Photos: M7RC Archive (K Ellison)

RESULT: 4-6 June (RAC-B)

Mini Miglia	Rd 4	8 Laps
(run with Se7ens)		
1	20 Jonathan Lewis	25:30.559
2	1 Ian Curley	
3	3 Phil Manser	
4	2 Peter Baldwin	
5	14 Steve Bell	
6	0 Matt Hayman	
7	5 Mike Jackson	
8	22 Mark Chandler	
9	30 Colin Peacock	
10	18 Wayne Grayer	
11	10 Tony Higgins	
12	4 Jonathan Lloyd	
13	15 Michael Green	
14	6 Malcolm Holdstock	
15	12 Dave Kimberley	
16	37 Scott Bennett	
dnf	42 Dan Eady	4 laps
dnf	45 Neil Mackay	4
dnf	8 Bill Sollis	3
dnf	40 Richard Wager	2
dnf	11 Ian Gunn	2
ns	17 Kevin Mason	
FL:	M Hayman	3:02.736 - 85.297 mph

Mini Se7en	Rd 4	8 Laps
(run with Miglias)		
1	55 Dave Braggins	28:07.317
2	79 Simon Adams	
3	56 Tim Sims	
4	57 Dave Barwell	
5	99 Mark Sims	
6	93 John Pearson	
7	62 Paul Thompson	
8	90 Geoff Letts	
9	94 Con McLaughlin	
10	97 Mark Hunt	
11	70 Bill Boldison	7 laps
12	54 Paul Rogers	7
13	69 Steve Farndon	7
14	65 Jason Porter	7
15	83 Paul Triffitt	7
16	84 Ian Deviny	7
17	59 Graham Edwards	7
18	82 Jonathan Hudson	7
19	66 Phil Lee	7
20	72 Sarah Munns	7
21	86 Stuart Lanham	7
22	71 Denise Manderscheid	7
23	64 Paul Hampton	7
dnf	58 Dick Hunter	6 laps
dnf	75 Darren Coe	6
dnf	53 Paul Woodbridge	5
dnf	52 James Hayman	4
dnf	89 Nick Brown	4
dnf	61 Andy Burge	3
dnf	88 Steven Hopper	3
dnf	60 Rob Cullum	3
dnf	87 Paul Frankcom	2
dnf	85 Andrew Deviny	1
dnf	68 Rob Selby	1
dnf	73 Stuart Grayer	1
dnf	78 Paul McGarry	1
ns	95 Alan Letts	
ns	67 Tom Francis	
ns	98 Mike Grayson	
FL:	D Braggins	3:20.283 - 77.83 mph

4.333-mile circuit

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From the Archives

Phoenix Park



40 years ago: 1979

AT THE HEIGHT OF LEYLAND SPONSORSHIP IN THE LATE-1970S, MINI RACING IN IRELAND HAD BECOME QUITE A SUCCESSFUL VENTURE, WITH SEVERAL MEETINGS WHERE UK MINI RACERS WERE ALSO INVITED TO TAKE PART, EITHER AT MONDELLO CIRCUIT, OR HERE IN THE HEART OF DUBLIN, ON A TEMPORARY ROAD COURSE IN BETWEEN THE TREES AND LAMP POSTS WITHIN THE GROUNDS OF PHOENIX PARK!

*Leyland Cars Ireland
Mini Invitation*

Inch perfect & Mr Bridger in Mini job

WHILE THE PAIR of UK-based 1275 GTs battled merrily out front, the action behind among the more copious 850cc Se7ens was doubly hectic

There was no hassle in the combined Mini 1275 / Mini 850 race, sponsored by Leyland Cars Ireland. Chris Inch and Nigel Bridger had an entertaining dice, which went to Inch, not by an

inch by 0.8 secs. Third behind the two 1275s was 850 winner Pat Quinn, followed by the rapid Ann Mitchelmore in another 850 •

report courtesy Autosport

Regulars in the Leyland 1275 GT Challenge, #18 Nigel Bridger and #26 Chris Inch battle for the lead (top)

Photo: courtesy I Fraser Collection / C Connolly



IRISH RACING RECOLLECTIONS

Having contacted the family of the late Chris Inch for any details they might have of the trip to Ireland back in 1979, the M7RC Archive received a reply from Chris' granddaughter Louise Inch, herself a successful Mini racer and daughter of engine builder Paul Inch, himself a Mini race winner also and currently preparing engines for several drivers in the M7RC. "I have spoken to dad and he was there that day. All he has is the glass trophy he (Chris) won. He remembers it very well as Jonathan Lewis was winning the 850 race but got black flagged as his exhaust fell off..."

The only result for the Irish Motor Racing Club-hosted Phoenix Park Mini race in 1979 that the M7RC Archive has on record is from *Autosport* magazine, but if anyone might have a programme tucked away somewhere with the race entry and any other details, or for any Irish Mini 7 events from that era, then please get in touch. However, quite a few images have emerged in recent years to swell the M7RC Archive 'picture library', via Migla/Libre racer Ian Fraser, and the photographer's name is Con Connolly who appears to have snapped many Irish Mini 7 meetings during that time...

RW

Brake-locking and tyre smoke from the busy 850 ranks (above)

Photo: courtesy I Fraser Collection / C Connolly

RESULT:		16 September
IMRC MINI RACE		9 Laps
1	Chris Inch GT	15:21.2 74.74 mph
2	Nigel Bridger GT	
3	Pat Quinn 7	16:34.6
4	Ann Mitchelmore 7	
5	Jonathan Lewis 7	
6	Richard Smith 7	
2.215-mile circuit		



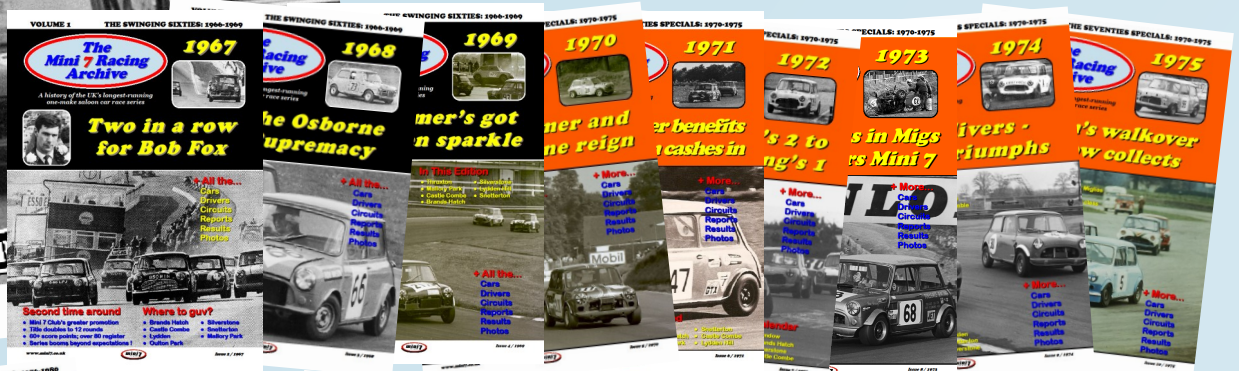


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For over half a century Mini 7 racing has been a bedrock of UK club motorsport, and to celebrate the rich heritage of these on-track Mini marvels, their history is captured in **The Mini 7 Racing Archive** annual reviews. Packed with rare photos, race 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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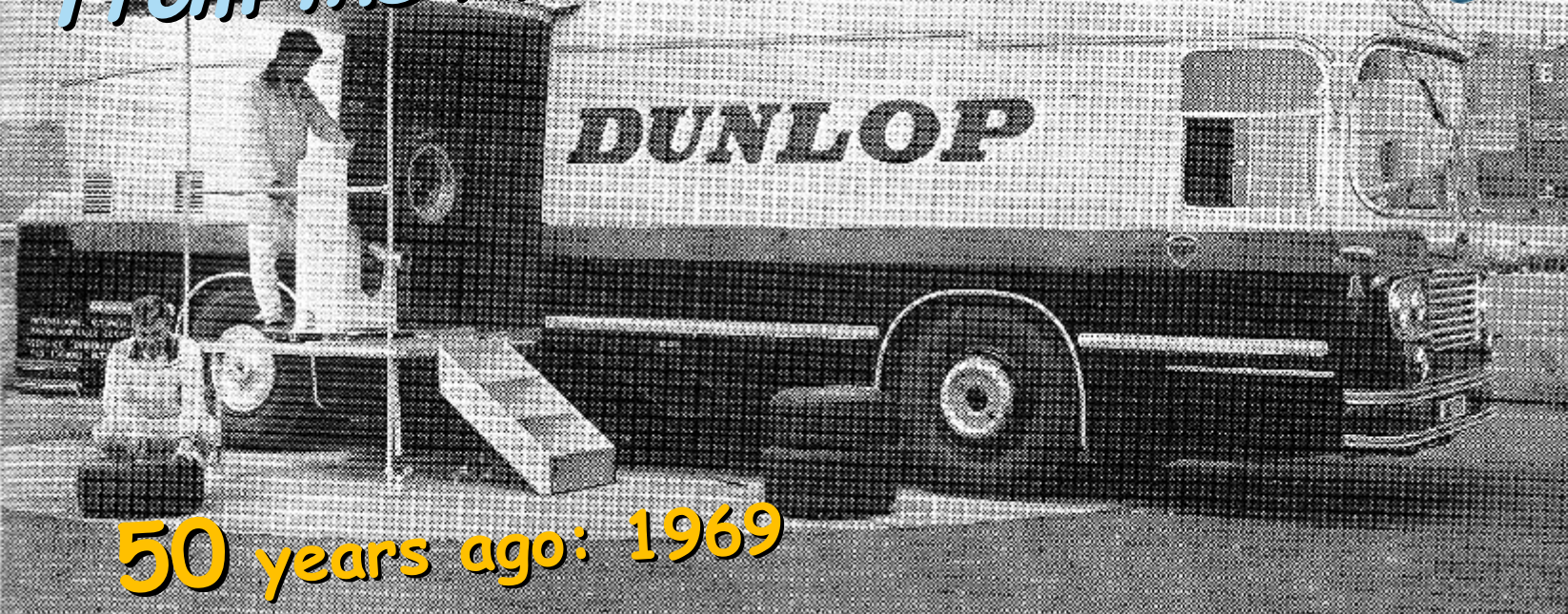
Out Now!

10 NEW ISSUES

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



From the Archives



50 years ago: 1969

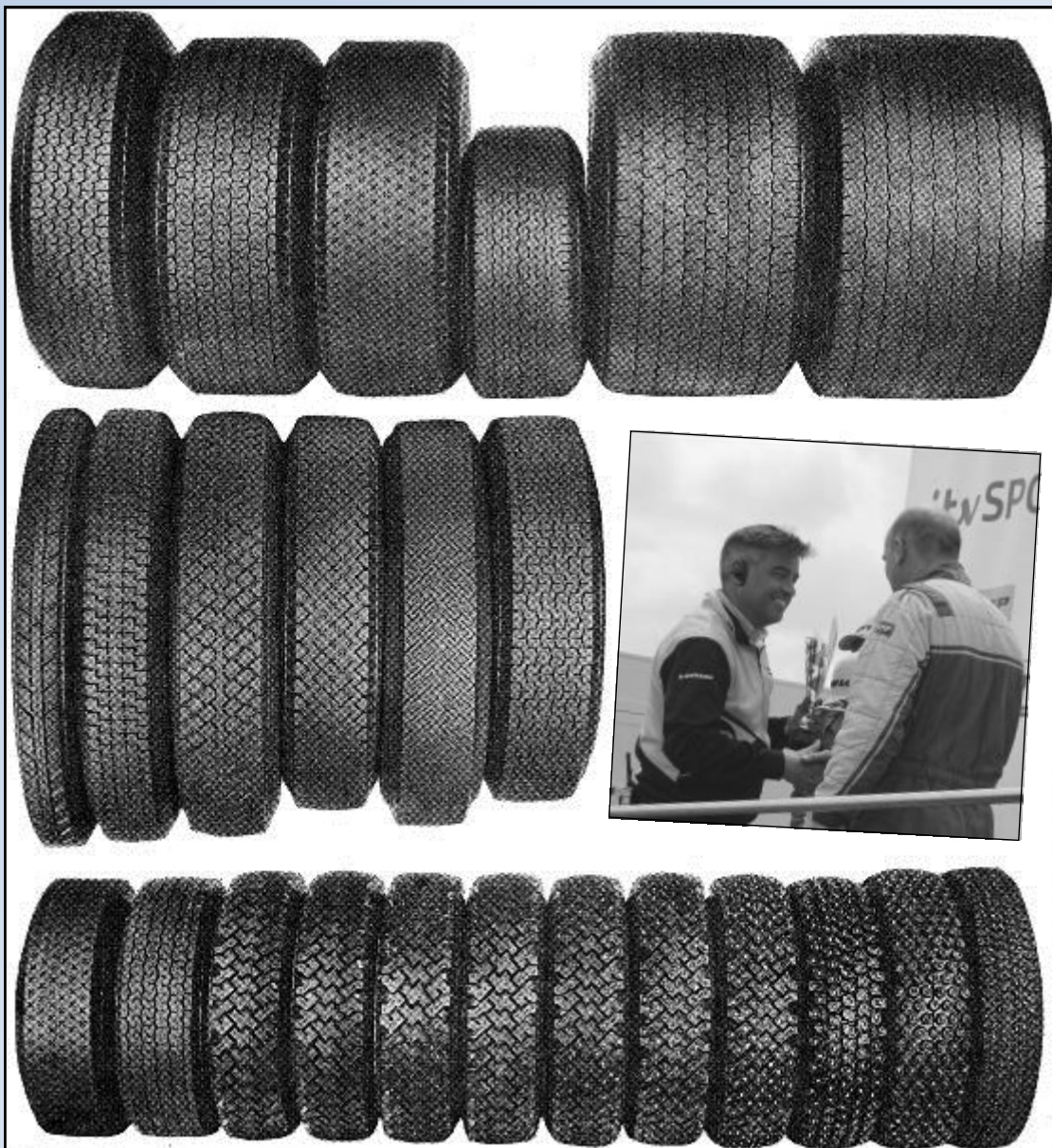
THEN AS NOW?

It seems the more things change, the more they remain the same; looking back at title sponsor Dunlop's tyre range from half-a-century ago, the current Mini Se7en tyre design origins are clear to see - we doubt that latterday Dunlop 'rubbermeister', Mickey Butler (left) uses Brylcreem though!

ABOVE: The Dunlop service van, which transports equipment, tyres and personnel to circuits

LEFT: Anything look familiar? Dunlop tyre range from 50 years ago...
Top (left to right): R5, CR65 (R7), CR70, CR81 (Mini), CR82 and CR84.
Centre: Beaded Edge, Five Stud, R1, R3, R4 and R5.
Bottom: a selection of rally tyres, ranging from the racing CR70 (far left) to a heavily studded snow and ice tyre (far right).

Images: courtesy Autosport + M Jackson



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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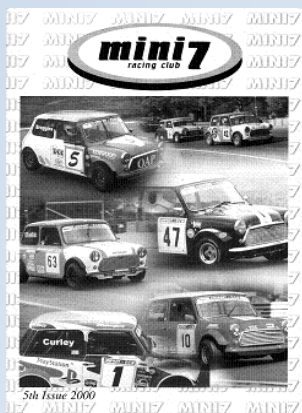
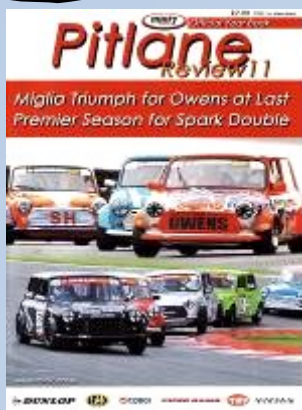
CASTLE COMBE SERIES

1983	Mike Fry (overall)
------	--------------------

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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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
94	Lee ROBERTS
95	Julian PROCTOR
10	Nigel DAVIES
17	Nick CROYDON-FOWLER
31	Ian BRISCALL
44	Duncan EMMETT
46	Max HUNTER
47	Dan BUDD
84	Rob PEARSON
96	Stuart GILBY




Mini Miglia Challenge

0

www.minispares.com

mini7 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

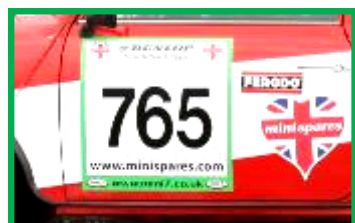
1

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Mini-7 S-Class

#	Driver
706	Jo POLLEY
708	Scott KENDALL
711	Damien HARRINGTON
715	Jonnie KENT
720	Ben CUTLER
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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