

Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 6



www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini Miglia:
Hard & fast



Feisty Festival

**Drama
packed
Mini Festival
at
Brands!**

**Mini
Libre:**
*Survival of
the fittest...*

**DTM Brands GP &
Cadwell Previews**

- *Se7en: Thompson's tote*
- *Miglia: Steady Smith*
- *S-Class: Kendall to keep title?*
- *Libre: Harvey gains ground*

Mini Festival Report

Full results

Latest news

Technical updates

Runners & Riders

Mini Se7en:
Battle stations

Mini-7 S-Class:
Biggest grid ever!

From the Archives
Cadwell Park



www.minispares.com

Supporting the Mini owner since 1975

Exclusive
engine internals from
Mini Spares

Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

Take our range of Evolution Oil Pumps for example. Most other manufacturers have sacrificed precision in their quest for production volume - but not us. Our pumps have been CNC machined from alloy billets with sintered internals and assembled to very exacting standards enabling them to consistently produce high oil pressure even at high engine speeds.

Our own crankshafts are forged rather than billets, as forgings are known to be stronger than billets because the grain pattern follows the shape of the webs and bearings in contrast to billet type cranks which are machined across the grain. Mini Spares crankshafts feature large counter balanced webs and bored holes for the big ends to reduce the reciprocating weight and naturally come nitrided as standard.

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

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



mini spares

Parts available online at www.minispares.com or by mail order on 01707 607 700

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Northminster Business Park
York YO26 6QU

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Minispares - LONDON

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W. Midlands. B69 4RJ

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www.dunloptyres.com



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

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

www.spaxperformance.com



Sponsor of the Fastest Lap awards

www.pipercams.co.uk



Series partner to Mini Miglia

www.ohlins.uk.com



Series partner to Mini Miglia

www.ohlins.uk.com



Sponsor of the Race Trophy awards

www.curleyuk.com

MIXED MESSAGES

There has been some disquiet lately among the growing ranks of Mini-7 S-Class, and also among a few Se7ens. The reason is mainly to do with overtaking between the classes, or rather, the alleged difficulty that several drivers have had in doing so. Since being introduced in 2006, S-Class were simply gridded on their lap time in Mini Se7en qualifying. With some of the 1275cc cars beginning to appear on overall podiums and even winning one race outright, eventually this led to calls for the quicker S-Class to be either 'slowed down' or for the starting order to be altered in some way. For 2019 therefore, the proposal came to split the Se7ens and S-Class into two separate grids (as well as separate-scoring championship classes), with the latter starting all together in the second part. The aim was firstly to close up the gap between the perceived 'fast' S-Class cars and the rest of the pack who perhaps felt they were regularly being left behind at the start and had no hope of making their way past Se7ens between them and the long-gone frontrunners. Secondly, it was also to allay concerns from Se7en owners that their full-race 1000cc investments would not become 'worthless' or lose their 'heritage' prestige as gradually more 'budget' S-Class cars might begin to surpass them on track. This proposal met with unanimous approval (91 for, 0 against). In addition, a 2/3rds majority approved of an S-Class power-limiting restrictor to be introduced from 2020. However, roughly half way through 2019 and concerns arose that it was becoming very difficult for some S-Class to get past some Se7ens with, in a couple of incidents, race-ending damage for one or more competitor. There may cer-

tainly be a case for driving standards to be looked into, but it has to be pointed out there hasn't been any serious overtaking or driving standard issues between Miglia and Libre drivers, who also operate a split grid. On that basis alone, calls for Se7en and S-Class to revert back to the mixed-grid format of previous years would seem premature, and arguably sends out mixed messages as to what the M7RC's aim is for the future progression of its four unique categories: Miglia has to be viewed as 'ultimate performance'; Libre as the 'Free Formula' alternative; Se7en as the time-served 'benchmark classic'; and S-Class as the 'budget-tuning' feeder series. With a record 13 cars at the Brands Mini Festival, S-Class could well grow to have its own grid in the near future... In the meantime, if drivers in the latter wish to go faster and get closer to the top, then their aspirations should surely be to move up to Se7ens? Likewise, Libre contenders may choose to convert to the full Miglia package in time. For now though, perhaps a better option would be M7RC Regulation SR.2.5.6 which allows for a 10s delay between grids of two parts (*MsUK Q12.14.2*). With a 4-class combined grid at Brands DTM that is probably not feasible, but for the remaining 2019 Se7en/S-Class races, it could ease the opening lap congestion, and wouldn't involve a 'kneejerk' retrograde amendment to the regs. And we have yet to assess how the S-Class restrictor will pan out next season...

RW



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PREVIEW: Brands Hatch GP... National Challenge Rds 5+6* 10-11 August...

* replacement rounds for cancelled Silverstone meeting of 15-16 June



**Miglia
Lap Record**
Shayne Deegan
Time: 1:44.463
Ave speed: 83.85 mph
Set: 17 April 2016
2.4332-mile
GP circuit

FOLLOWING THE M7RC'S HUGE SUCCESSFUL APPEARANCE ON THE BTCC SUPPORT PACKAGE AT THRUXTON IN MAY, THE DUNLOP-BACKED CHALLENGE GETS TO DO IT ALL AGAIN ON THE FULL BRANDS GP CIRCUIT IN FRONT OF A MASSIVE DTM FOLLOWING...

MINI MIGLIA

Reigning Mini Miglia champion, Aaron Smith visits his local circuit for the second time in three weeks holding a clear lead in the points table. A win at the opening Croft meeting back in April, allied to five further podium finishes, has kept his tally ticking along nicely and he should be a favourite for top honours on

the full GP loop. Brands is also Jason Porter's closest track to home, and he will be hoping to maintain second place in the standings thanks to consistent top-six finishes so far, while former double champion Rupert Deeth has regained lost ground in the standings with a couple of victories at Zandvoort in Holland last month to elevate him to third, and will be feeling confident after further strong class-

winning performances here a few weeks ago in the pair of 'Fastest Mini in the World' races, driving the 7-port Mini of longtime Mini racing exponent, Harvey Death. Others who know how to win in the Miglia category include Colin Peacock and former champion Kane Astin, while the likes of Mark Sims, Niven Burge and James Cuthbertson could well be in with a shout for high placings. Look out too for the ultra-successful Peter Baldwin car, which for this meeting has been hired by former 1.3i Mini race winner, Elliott Stafford, and the son of ex-Mini Se7en campaigner, Paul Stafford •

PREVIOUS WINNERS:

2016	S Deegan / B Sollis
2003	R Wager
2001	P Baldwin
1997	B Sollis
1988	J Wheatley
1987	D Allpress + C Lewis =
1986	C Lewis
1985	M Fry
1984	J McDougall
1983	P Watts (non-champ' @ European GP)

Mini Libre

Kent-based Rob Davis looked to be running away with this year's title, after four straight wins at Croft and Thruxton, but reigning class champion Phil Harvey has clawed back much of the deficit with three maximums in the last two meetings, at Zandvoort and Brands Hatch Indy, to lie just 8 points adrift of the leader. Both are running 1380cc 5-port engines. Devon-based Peter Crewes scored the other victory here last month in his 7-port example, the 2017 class champion spending most of 2018 rebuilding his car, while Peter Hills will be hoping his 16-valve unit is back on song after non-starts in Holland. Gary Warburton debuted a new car last time out and got on the scoreboard in both races, so is a potential challenger for top spot too •

Libre Lap Record
to be established
Time: n/a
Ave speed: n/a
Set: n/a
2.4332-mile GP circuit
PREVIOUS WINNERS:
2016 n/a



Photos: M7RC Archive (M Barrington + C Watkins)



...PREVIEW:

...National Challenge Rds 5+6*

Brands Hatch GP

10-11 August

* replacement rounds for cancelled Silverstone meeting of 15-16 June



Photos: M7RC Archive (C Watkins + M Barrington)

Se7en
Lap Record
Max Hunter
 Time: 1:53.194
 Ave speed: 77.38 mph
 Set: 17 April 2016
 2.4332-mile
 GP circuit

...WITH ALL FOUR MINI CLASSES RUNNING TOGETHER ON THE FORMER F1 TRACK, A 46-CAR GRID IS SURE TO PROVIDE THRILLING CLOSE-QUARTERS BATTLING, FROM THE FRONT ROW PACESETTERS RIGHT DOWN TO THE EQUALLY KEEN BACK ROW TERRIERS

Mini-7 S-Class

Scott Kendall has carried on from where he left off in 2018, the reigning S-Class champion hoovering up in all the races so far. Nearest on points is Stuart Gilby but he may be absent for this meeting after a DNF last time out. In third overall, Connor O'Brien runs a near-identical looking car to Kendall's, and he almost upset the form book at Zandvoort, but four runner-up spots suggest his time will come sooner than later. Rookie Ben Cutler lies fourth with some impressive showings, and also heads the Under-17 category, while among the other entries, Thorburn Astin has been a class winner before, and Ben Butler, Jonnie Kent, Damien Harrington and Jo Polley have all finished in podium positions, the latter now moving to Se7ens •

S-Class Lap Record
Shaun Tarlton
 Time: 1:58.558
 Ave speed: 73.88 mph
 Set: 17 April 2016
 2.4332-mile GP circuit
 PREVIOUS WINNERS:
 2016 S Tarlton x2

MINI SE7EN

In the longest established Mini formula, half-a-dozen or more drivers could easily be pencilled in for top honours. In only his third full season, points leader Joe Thompson has become a proven frontrunner, and having scored his debut win at Zandvoort in 2018, added a second victory at the opening Winter meeting at Silverstone in March (in a Miglia), and then a third at Croft for the opening National round. Dom Burger is just 10 points behind, and he got the proverbial 'monkey off his back'

in the second Croft race, there after coming close on several occasions to a follow-up win. Former BTCC driver Jeff Smith has racked up three firsts 'on the road' this season, albeit one at Brands recently later saw him demoted for an 'out of position start' so expect to see him on a charge to make amends. Andrew Deviny and Darren Thomas are next up; Deviny is a former triple National champion, but apart

from a Winter victory earlier this season, has yet to improve on a trio of thirds in the Nationals, while the latter has chalked up three firsts to make up for dropped points elsewhere, including a hefty, race-stopping shunt at Zandvoort. In eighth overall, Spencer Wanstall scored a double in Holland, but had a weekend to forget last time out at Brands, but can be expected to be in the mix •

PREVIOUS WINNERS:

2016	A Davies x2
2003	T Sims
2001	T Sims
1997	S Bell / D Percival (q)
1988	B Sollis
1987	B Sollis
1986	C Tyrrell
1985	G Hall
1984	G Hall
1983	n/a



MSV

DTM

DTM - GERMAN TOURING CARS

The DTM returns to the full Brands Hatch Grand Prix circuit this August with the world's fastest touring cars, and accompaniment from the ground-breaking, women-only W Series. DTM stars stunning bespoke racing cars from Audi and BMW as well as premium British manufacturer Aston Martin, which has joined the grid for this season with ex-F1 driver Paul Di Resta. DTM cars pack a punch with more than 600bhp and top speeds of 180mph – they really must be seen in the flesh! The new-for-2019 single-seater W Series has been one of the biggest stories of the sporting year so far, and the inaugural champion will be crowned on the Sunday at this event. Britain's Jamie Chadwick will be the favourite to scoop the unprecedented \$1.5m prize, and there is plenty of additional British interest on the grid. Other racing will include Lotus Cup Europe and a **Mini 7/Miglia combined grid**. David Coulthard and Aston Martin Red Bull Racing will entertain fans on the Sunday too, with two demonstrations behind the wheel of a Red Bull RB7 F1 car, as raced to the 2011 F1 World Championship crown by Sebastian Vettel •

www.msv.com
www.dtm.com



NEWS UPDATE NEWS UPDATE

AUTOGRAPH SESSION

In a departure from the usual race meeting timetable, the DTM hosts have organised a 20-minute autograph and interview session for Mini drivers on Saturday at 9.25am, which will be in front of the DTM Show Stage. It's an opportunity to sell the M7RC to a wider audience than the norm, so please brush up on your series knowledge! •

www.mini7.co.uk

TIMETABLE: Brands Hatch GP National Challenge Rds 5+6*

Friday 9 August 2019

START	FINISH	DURATION	SESSION	CLASS
15:00	19:00	4 hours	Signing-on...	All
15:00	19:00	4 hours	Scrutineering...	All

Saturday 10 August 2019

07:00	10:00	3 hours	...Signing-on	All
07:00	10:00	3 hours	...Scrutineering	All
09.25	09.45	20 mins	Autographs/Interviews	All
10.00	10.15	15 mins	Drivers' Briefing	All
11.25	11.45	20 mins	Free Practice	All
16.30	16.50	20 mins	Qualifying	All

Sunday 11 August 2019

11.10	11.30	20 mins	Race 1 (Rd 5)	All
17.20	17.40	20 mins	Race 2 (Rd 6)	All



Image: courtesy www.dtm.com

CIRCUIT LENGTH:

2.6082 miles (GP)

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

Driving there:

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

www.brandshatch.co.uk



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 (BARC)
National 14+15	Castle Combe	14 September (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	Marriott Forest of Arden	23 November new venue !
Awards / Dinner Dance	Marriott Forest of Arden	18 January 2020 new venue !

National Challenge Rds 5+6*

Brands Hatch GP

10 - 11 August

MSV / DTM

Photo: M7RC Archive (M Barrington)

NEWS NEWS NEWS NEWS

DEETH SHINES IN FASTEST MINI RACES



...MIGLIA MAN TAKES 7-PORT TO CLASS WINS AT BRANDS MINI FEST'

At the recent Brands Hatch Mini Festival on 20-21 July, Miglia frontrunner Rupert Deeth also took part in the revamped and revived 'Fastest Mini in the World' races, recording a pair of class wins into the bargain. Running in Class C for 'steel-bodied Minis with A-Series-based engines over 1300cc', Deeth took the wheel of a 1963 Austin Cooper S powered by a 1460cc 7-port unit, in the first race coming home third overall behind the Class E 'Spaceframe Specials' of Bill Richards (1999cc Maguire Traveller) and Harvey Deeth (2800cc V8 Cooper S), then runner-up overall behind the latter in the second race. Somewhat confusingly on first sight, the name on the windows of the car Deeth was driving was spelt D-e-a-t-h (and pronounced the same as D-e-e-t-h) but in fact the car actually belongs to Harvey Deeth, and he had loaned Rupert the car for the event as he occasionally co-drives in Deeth's pre-66 Mini in historic racing! Beaming from ear to ear afterwards, the only slight problem might have been apologising to Nigel Deeth, who spun the team's Class B 1275cc Cooper S to a halt when being passed by Rupe' on the final lap into Paddock Bend. Fortunately there was no contact and the more standard class car was upgraded to a classified finisher. Of



note among the eclectic dozen-car entry was former Miglia racer James Dunkley in his 1800cc spaceframe, the 2000cc Modified of James Affleck (son of Julian), Jim Lyons' 1312cc 'Maxi Turbo' originally out of the workshop of Endaf Owens, and the Miglia-esque versions of Brian Davage (1380cc) and Les Stanton (1293cc), both of whom have

been registered for Mini Libre in the past couple of seasons. Going by their lap times too, either of them would look the part on the Libre grid... •

Images: P Waller

Deeth in 7-port (top); spaceframes (left) and Deeth's V8 (below); Davage 1380 is potential Mini Libre (below)



ALL FOR NOTHING?

For those of you who check provisional points when they are issued, then a 'grey area' surrounding the red-flagged Rd 7 race at Zandvoort in early July may have led to some debate. With no re-run in Holland possible, and a replacement race unlikely before season end, what should be listed in the points columns for Round 7? The published 2019 Regs state that the National Challenge is 15 rounds with 4 dropped scores. On that basis, and under current stricter guidelines, by declaring Round 7 a 'non-event' the M7RC would likely require signed approval from all competitors, and MsUK, to amend the Challenge to 14 rounds, likewise 4 dropped scores to 3. As a recent precedent, Miglia Rd 2 at Castle Combe in 2017 was red-flagged and not re-run due to time constraints, thus becoming a 'non-result'. The provisional points table initially listed a 0 (zero) for all qualified drivers before a Rd 2 replacement was held at Rockingham later in the season, this time producing a final result. Points scored in this event superseded any 0 'scores' listed for the original abandoned Combe race. Fast forward two years and Zandvoort Rd 7 is effectively still at the post-qualifying starting-grid stage, so in theory all qualified drivers should be listed with a 0. However, another interpretation is that there is 'no result', so no figure should be listed and that the Rd 7 column either be left blank or removed completely as 'null and void'. On this basis, provisional points tables were issued after Brands, with n/c listed instead to denote how many drivers were in attendance, but not a recognised score, including 0. After considered input from a senior race official and MsUK Steward, in their view, as the race had started before being abandoned, then some form of race/event occurred and it would seem clearer to opt for 0 being awarded to all qualified drivers, and would not affect the Regulations as published. Beyond that would require an appeal to the Challenge Stewards in the first instance. An amended points table has thus been issued listing 0 in the Zandvoort Rd 7 columns... •

NEWS NEWS NEWS NEWS

NEW VENUE FOR 2019 AGM/ATD & AWARDS EVENING

Located just 10 minutes from last year's venue, the Marriott Forest of Arden offers the M7RC a different and new location for our AGM/ATD, and also for the Annual Trophy evening, with good facilities in a country setting:

ANNUAL GENERAL MEETING & ANNUAL TECHNICAL DISCUSSION
Saturday 23 November @ 9.30AM

All members are welcome to attend and participate in the annual discussion of the Technical (which with the 1-year stability ruling would mean any changes 'voted in' would be effective from 2021 season) and Sporting Regulations (for 2020 implementation). Proposals need to be put in writing to Chairman Nick Cooke nick.cooke1948@btinternet.com, and be with him by 8 November (14 days before the AGM/ATD). Your proposal/s need to clearly state the exact wording you want your new regulation to read. This (exact) wording is what the Membership will vote on, so it needs to be right and well thought through; many a good idea has not been passed because of the way the proposed regulation was written. Voting on the proposals will take place on the day. Only members can vote •

ANNUAL AWARDS EVENING / DINNER DANCE
Saturday 18 January 2020

All members are invited to support their fellow competitors on this fabulous night, and to collect their own trophies and plaudits. You will enjoy a delicious three-course meal, live music, the chance to win generous prizes in our charity raffle, and 'access' to a fully stocked bar. The tickets are £59 each with the overnight accommodation at a special discount of £99 (includes breakfast) if you book early. Please, at your earliest convenience, do the right thing and send your requirements to Mark Sims mss@clearsons.co.uk, and save him the time and effort of having to chase up on numbers •

Marriott Forest of Arden
Maxstoke Lane
Meriden, CV7 7HR
T: 01676-522335

TYRRELL MINI LIVES ON !



The 'Calbook' racing Mini campaigned for many years by the legendary Chris Tyrrell has been found in 'remarkable' condition by the last person to race it back in 1993, Ross Buckingham. As the Aussie explains: "Geoff Atkins purchased the complete rolling shell; he had a 1296 Short Stroke engine and planned to use the car for hillclimb events. Geoff never used the car, as he subsequently purchased another, so the car literally sat where it was in his garage for nearly 25 years! Geoff contacted me a couple of years ago and told me that he'd sold the car to a friend

of his, Dean Morton. Dean is keen to preserve as much of it as possible. I've seen the car and it's been remarkably well preserved with the paintwork and the stickers all still in good condition. Actually I thought it looked better than I remembered it! Dean has been tidying up a few bits and overhauling things like the brakes etc. He has sourced a 1000cc engine which requires assembly with the intention of returning it to as close as possible to when it was last raced. There are no plans to actually race the car but to use it for track days and displays" •

Photo: R Buckingham

HANG ON LADS, I'VE GOT AN IDEA...



Here is the first picture of the M7RC's mandatory race car transport package, which carries 3 Minis, proposed for 2020 season. Only joking of course, but we bet some of you would love your own replica coach from arguably the greatest motoring movie ever, *The Italian Job*. Or instead, perhaps the gold bullion van, or a red, white or blue Mini Cooper? All of these plus several other vehicles from the film formed part of the

recent Mini Festival at Brands Hatch, and helped to promote the splendid annual charity event, *The Italian Job*. For details, go to www.theitalianjob.com

Images: P Waller



IN BRIEF

BIG STREAMING FROM BRANDS

Both Mini races on Sunday 11 August are scheduled to be streamed live via the M7RC Facebook, and via the DTM page (900,000 followers!). Live big screen coverage at the International Mini Meet (IMM) in Bristol the same weekend too •

S-CLASS JO TO GO SE7ENS

With four race weekends left to go in the 2019 season, Jo Polley is making the switch from Mini-7 S-Class to full Mini Se7en in her pink ex-Dan Budd car, and will be hoping for better fortunes after a few DNFs to date •

M7RC RACERS FILL CLASSIC GRIDS

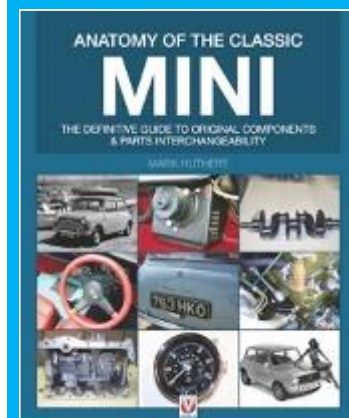
At the recent Silverstone Classic double-header on 26-28 July, over a third of the Mini Celebration Pre-66 entry were current or former M7RC drivers, with Endaf Owens, Ian Curley, Jeff and Aaron Smith, Chris Morgan and Patrick Watts starring •

MINI SPARES MK1 RAFFLE MINI

A M7RC team will be building up a Mk1 bodyshell at the IMM. Mini Spares have raffle tickets to buy on the weekend or in branches. Credits due to Rightline Motorsport for fabrication and Rick Jessop Auto Bodies for the paintwork •

ANATOMY OF THE CLASSIC MINI

Mark Huthert's 2017 book is still an essential reference for all restorers of classic Minis. The result of years of research, it documents the many variations of the same components, explaining which model and date each is for. Published by Veloce, RRP £35 •



NEWS NEWS NEWS NEWS



UPDATE FROM THE M7RC TECHNICAL ELIGIBILITY TEAM

BRANDS HATCH 'MINI FEST'
20-21 JULY 2019

SCRUTINEERING REPORT

What a great social weekend, with a bit of racing included!!

WHAT DID JULIAN AND MYSELF GET UP TO?

We checked weights a number of times; carb' restrictors on Se7ens; inlet manifolds on Se7ens and S-Class; inspected down the inlet ports of a number of S-Class cars with some measurements taken for reference; valve lift carried out on a lot of the Miglias; rear brake drums checked.

OTHER POINTS:

We enjoyed walking around the paddock chatting and looking over the cars. We have noted the different head castings used on all cars, also good to have the opportunity to check engines that have 'failed' (out on track); a Se7en that dropped a valve and an S-Class that had the head off, inlet/exhaust valves checked plus the casting, together with the block, pistons bore/stroke. If any of you do have a failure (whilst in use) then we are always interested in looking at the damaged unit.

WHAT NEEDS DOING FOR THE NEXT MEETING?

Still PADDING required around the STEERING COLUMN & BRACKET on a few cars;
Could you all make sure your FUEL PUMPS are mounted as FAR FORWARDS as possible in the boot (away from the rear of the car).
TOW POINTS, some cars still need to upgrade the tow points and mark them correctly.

OTHER MATTERS:

We had a TECHNICAL SUB-COMMITTEE meeting over the weekend; we hope we have made some progress on the re-write and clarifications to the Regs for future years.

That's all for now, see you soon



Steve Wood & Julian Affleck
Motorsport UK
Technical Eligibility
& Deputy Technical Eligibility Scrutineers

The M7RC's Scrutineering team, led by Steve Wood, has been gradually building up a car-by-car overview on a variety of technical issues and advisory notes (left)

By the end of the 2019 season every car in the Challenge is likely to have been checked for one or more technical and safety features, which may, perhaps, lead to a proposal for some form of race vehicle 'log book' in future seasons...

Photo: S Colbran

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



NEWS NEWS NEWS NEWS

NATIONAL POINTS

after Brands Hatch (9 events)

MINI MIGLIA

1	1	Aaron Smith	147
2	92	Jason Porter	124
3	23	Rupert Deeth	95
4	37	James Cuthbertson	88
5	83	Colin Peacock	87
6	11	Kane Astin	85
7	56	Nick Padmore	77
8	48	Lee Deegan	69
9	80	Joe Thompson	64
10	20	Mark Sims	60
11	42	Paul Simmonds	59
12	64	Alex Osborne	56
13	45	Chris Morgan	55
14	85	Sam Summerhayes	48
15	72	Rob Howard	43
16	53	Niven Burge	39
17	12	Wayne Grayer	36
18	69	Tony Le May	36
19	44	Darren Moon	32
20	17	Rick Jessop	28
21	26	Peter Arnold	18
22	49	Martin Wager	17
23	27	Peter Harries	17
24	60	Endaf Owens	16
25	22	Stuart Horsfall	1
nc	15	Gordon Pocock	-

MINI LIBRE

1	500	Rob Davis	57
2	113	Phil Harvey	49
3	474	Josh Evans	24
4	177	Peter Crewes	22
5	115	Steve Baker	21
6	616	Justin Cooper	19
7	149	Gary Warburton	13
8	126	Peter Hills	10
9	171	Dan Lewis	1
nc	232	Thomas Berg	-

MINI SE7EN

1	4	Joe Thompson	149
2	28	Dom Burger	139
3	35	Jeff Smith	115
4	77	Andrew Deviny	112
5	20	Darren Thomas	109
6	94	Lee Roberts	101
7	22	Graeme Davis	95
8	2	Spencer Wanstall	81
9	39	Glen Woodbridge	78
10	95	Julian Proctor	74
11	27	Leon Oli Window	72
12	0	Leon Wightman	68
13	38	Steven Hopper	58
14	18	Tina Cooper	26
15	69	Steve Trench	21
16	55	Darren Eaton	20
17	88	Kieren McDonald	19

18	1	Max Hunter	18
19	57	Philip Gillibrand	16
20	49	Ross Billison	15
21	63	Dave Robinson	13
22	89	Tom Hartwell	2
23	37	Gareth Hunt	1

MINI-7 S-CLASS

1	708	Scott Kendall	160
2	795	Stuart Gilby	116
3	787	Connor O'Brien	94
4	720	Ben Cutler	93
5	796	Mark Chappell	87
6	760	Jack Shearing	75
7	706	Jo Polley	73
8	715	Jonnie Kent	66
9	742	Ben Butler	59
10	733	James Bryan	57
11	736	Thorburn Astin	56
12	711	Damien Harrington	37
13	779	Andy Dickinson	36
14	765	Simon Martin	36
15	747	Kelvin Edgar	24

Mini Se7en Novices

1	39	Glen Woodbridge	19
---	----	-----------------	----

Mini-7 S-Class Novices

1	720	Ben Cutler	18
2	760	Jack Shearing	14
3	733	James Bryan	10

Graham Hill Trophy U-17 S-Class

1	736	Thorburn Astin	10
2	720	Ben Cutler	8

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 •



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

IS THIS THE OLDEST EXISTING MINI 7 ?



During a recent conversation at Brands Hatch, the existence of possibly the oldest surviving Mini Se7en came to light. The car in question was described as being an orange Mk1 'shell', with a 998cc lump in it, several old championship stickers still affixed, plus 'PowerSonic' logos on the rear wings. The current owner suggested the last race it competed in was circa 1989, but the 998 engine gave a clue to a slightly later date. The car's location today is in Essex, so by putting two and two together, it

was soon deduced this could be the former car of Rainham-based Mick Collard who, if you have a quick peek at the 'Roll of Honour' towards the rear of this newsletter, was in fact the inaugural TEAC (Thames Estuary Automobile Club) or 'Southern area' champion, way back in 1971. A further delve into the M7RC Archive and there, in the 1991 file, was the same car, pictured (above) at Lydden in one of several Winter Challenge races at the Kent venue that season! •

Photo: M7RC Archive

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 10

Brands Hatch...
20 July 2019...

Ford Parts Specialist since 19



In pursuit of Padmore Crewes control

Thankfully drier, if still under threatening clouds, the Miglias and Libres opened up for the M7RC early on Saturday afternoon, and it soon turned into a terrific three-way battle between Nick Padmore, Aaron Smith and Rupert Deeth, before the latter's car emitted a plume of oil smoke from a split gearbox casing, and then Smith's engine began to falter too, allowing Padmore a clear run to the

flag. In arguably the dice of the day, Mark Sims headed a great battle for third from Joe Thompson and Jason Porter. Having half-spun at the top of Paddock Hill on the warm-up lap, James Cuthbertson was quickly back into his stride, and would front-up a terrific battle for seventh including Wayne Grayer, Niven Burge, Tony Le May and Paul Simmonds. A lap down, Rick Jessop enjoyed a good scrap among the Libres, Peter Har-

ries also a lap down in 17th overall, while Peter Arnold and Darren Moon came home two laps down, the latter's engine sounding rough and dropping him off his initial pace in the midfield pack. Thruxton race 1 winner, Chris Morgan had looked good for a strong finish from fourth on the grid, but a chronic misfire brought him in after 3 laps, while Stuart Horsfall had been enjoying his first run out of the season before pulling off onto the GP section at Surtees with falling oil pressure. Having set the Libre pole time in ninth overall, Steve Baker (16V) lost the early lead to Peter Crewes - the 2017 class champion returning to winning ways in his 7-port car - before Baker then spun down the order. He recovered to third by the flag but by then Phil Harvey (5-port) had secured the runner-up slot. Gary Warburton (1380) debuted his newly acquired ex-Steve Maxted car, and was happy to bring it home for a finish at the first attempt. Class points leader Rob Davis (5-port) soldiered on for 20 laps with a worsening exhaust/manifold tone but unfortunately crawled over the line in the pitlane which is no longer a

classified finish under MsUK regs. Similarly, Josh Evans (16V) was in the mix for a podium place before a dropped valve halted his progress •
RW

RESULT:

Rd 10	Miglia / Libre	22 Laps
1	56 Nick Padmore	20:27.249
2	1 Aaron Smith	
3	20 Mark Sims	
4	80 Joe Thompson	
5	92 Jason Porter	
6	83 Colin Peacock	
7	37 James Cuthbertson	
8	12 Wayne Grayer	
9	53 Niven Burge	
10	69 Tony Le May	
11	42 Paul Simmonds	
12	177 Peter Crewes L	21:19.252
13	113 Phil Harvey L	21 laps
14	17 Rick Jessop	
15	115 Steve Baker L	
16	149 Gary Warburton L	
17	27 Peter Harries	
18	26 Peter Arnold	20 laps
19	44 Darren Moon	
dnf	500 Rob Davis L	20 laps
dnf	22 Stuart Horsfall	14
dnf	23 Rupert Deeth	13
dnf	474 Josh Evans L	9
dnf	45 Chris Morgan	3
FL M	N Padmore	
	0:54.635 - 79.59 mph	
FL L	S Baker	
	0:56.182 - 77.40 mph	
Pole M	N Padmore	
Pole L	S Baker	
	1.2079-mile circuit	



...RACE REPORT: ...National Rd 10

Brands Hatch 20 July 2019

HEAVY OVERNIGHT RAIN BEFORE SATURDAY MORNING QUALIFYING THREATENED TO THROW THE CHALLENGE INTO TURMOIL, AS SEVERAL CARS SPUN OR WENT STRAIGHT OFF INTO THE GRAVEL TRAPS BEFORE SETTING MEANINGFUL TIMES

Thomas takes over Kendall's recovery

Controversy dogged the first Se7en and S-Class encounter after issues over driving standards when 'faster' S-Class are trying to pass 'slower' Se7ens, and also for time penalties for 'out of position' starts were initially rescinded before then being re-applied. With a safety car out for a pair of stranded cars, it was Jeff Smith who led the bunched field past the chequer at reduced speed,

before then being informed he was one of the penalised drivers, along with fellow front row starter Spencer Wanstall. Darren Thomas thus inherited the 'victory' from series leader Joe Thompson and Andrew Deviny. Dom Burger and Leon Oli Window had also been on the leading pace to complete the top 5. Graeme Davis and Tina Cooper had been battling over what would become sixth, as Lee Roberts' Rightline

car up ahead (re-christened 'Wrong Line') eventually ran out of lock through Paddock and got stuck in the Hailwoods gravel. Ensuing incidents close by involving Simon Martin's rolled S-Class (later excluded) and a nose-to-tail collision between Darren Eaton's Se7en and Connor O'Brien's S-Class under the safety car made for a stilted race ending. Julian Proctor kept clear of trouble for 8th in class, with the D&P pair of Glen Woodbridge and Steven Hopper 9th and 10th. Out early were Leon Wightman, Ross Billison and Steve Trench, while Gareth Hunt's engine went sick in qualifying. Having started from the back, Scott Kendall simply motored past his S-Class rivals (a record grid of 13), as well as several Se7ens, to finish sixth overall, while Andy Dickinson's first appearance of the season netted a fine second in class ahead of Ben Butler. Jonnie Kent headed the rest in 14th overall, with Stuart Gilby, Ben Cutler, Mark Chappell, Jack Shearing and Kelvin Edgar all enjoying the intended close nature of the 'budget' formula. Neither James Bryan nor Jo Polley finished •

RW

RESULT:

Rd 10	Se7en / S-Class	18 Laps**
1	20 Darren Thomas	20:53.565
2	4 Joe Thompson	
3	77 Andrew Deviny	
4	28 Dom Burger	
5	27 Leon Oli Window	
6	708 Scott Kendall S	20:57.319
7	22 Graeme Davis	
8	18 Tina Cooper	
9	779 Andy Dickinson S	
10	95 Julian Proctor	
11	742 Ben Butler S	
12	39 Glen Woodbridge	
13	38 Steven Hopper	
14	715 Jonnie Kent S	
15	35 Jeff Smith*	
16	795 Stuart Gilby S	
17	720 Ben Cutler S	
18	796 Mark Chappell S	
19	760 Jack Shearing S	
20	747 Kelvin Edgar S	
21	2 Spencer Wanstall*	
dnf	733 James Bryan S	17 laps
dnf	55 Darren Eaton	16
dnf	787 Connor O'Brien S	16
dnf	94 Lee Roberts	11
dnf	706 Jo Polley S	9
dnf	0 Leon Wightman	6
dnf	49 Ross Billison*	4
dnf	69 Steve Trench	0
dq	765 Simon Martin S	11 laps
ns	37 Gareth Hunt	
wd	88 Kieren McDonald	
* inc. 10s penalties		
** race concluded under safety car		
FL 7	D Thomas	1:00.037 - 72.43 mph
FL S	A Dickinson	1:01.364 - 70.86 mph
Pole 7	J Smith	
Pole S	C O'Brien	
1.2079-mile circuit		

Photos: P Waller



RACE REPORT: National Rd 11

Brands Hatch... 21 July 2019...

SUNDAY'S BRIGHTER AND WARMER CONDITIONS BROUGHT OUT THE CROWDS IN THEIR NUMBERS TO SEE AN EPIC MIGLIA BATTLE UP FRONT AND THE CHASE FOR LIBRE HONOURS BECOMING MORE OPEN



Nick's double duel Hope for Harvey

Photos: P Waller

Sunday was much brighter if still breezy, and the bigger second-day crowd were treated to another masterclass from the Miglia frontrunners. This time, however, Padmore was made to work much harder for a double victory, the gap to Smith just 0.427s at the flag, with Deeth dropping back in third, running a spare unit after the previous day's DNF. Once more, the battle behind was mesmerising,

Peacock just pinching fourth from Porter and Sims after Thompson dropped out with mangled CV innards. Burge put in a tigering performance to open up a gap for 7th by the flag, leaving Cuthbertson to hold off Le May and Simmonds in another enthralling midfield dice. Reigning Novice champ' Jessop again battled with the Libres a lap down, with Harries caught twice by the leaders. Arnold's usual reliability was cur-

tailed with a detour into pitlane for a brief check before one more lap and calling it quits, while non-starters included Morgan and Moon with more serious engine maladies than first thought, Horsfall whose oil seal had leaked its sump contents along the underside of the floorpan, and Grayer who returned to Wales due to a grave family illness.

The fight for Libre honours became 'survival of the fittest', as firstly points leader Davis failed to start, as did Evans, both with terminal engine issues, then Baker dropped out with similar engine woes when leading, followed by Crewes encountering severe handling problems which left him to wrestle his car around for most of the race, but such was the attrition in the 'Light Blues' that he managed to nurse it home for third in class, and another decent helping of points to fourth in the standings! Reigning class champ' Harvey thus 'strolled' to the flag to grab the 10 points for first place, ahead of a thoroughly rejuvenated Warburton who took a welcome second position and a double finish for his 'new' car. Interestingly, neither class broke any lap records, suggesting

track conditions were never back to their best following Friday/Saturday downpours •

RW

RESULT:

Rd 11	Miglia / Libre	22 Laps
1	56 Nick Padmore	20:10.629
2	1 Aaron Smith	
3	23 Rupert Deeth	
4	83 Colin Peacock	
5	92 Jason Porter	
6	20 Mark Sims	
7	53 Niven Burge	
8	37 James Cuthbertson	
9	69 Tony Le May	
10	42 Paul Simmonds	
11	17 Rick Jessop	21 laps
12	113 Phil Harvey L	20:25.557 @ 21 laps
13	149 Gary Warburton L	
14	27 Peter Harries	20 laps
15	177 Peter Crewes L	
dnf	80 Joe Thompson	13 laps
dnf	26 Peter Arnold	10
dnf	115 Steve Baker L	7
ns	45 Chris Morgan	
ns	12 Wayne Grayer	
ns	44 Darren Moon	
ns	22 Stuart Horsfall	
ns	474 Josh Evans L	
ns	500 Rob Davis L	
FL M	A Smith	0:54.475 - 79.82 mph
FL L	P Harvey	0:56.536 - 76.91 mph
Pole M	N Padmore	
Pole L	S Baker	
		1.2079-mile circuit



...RACE REPORT: ...National Rd 11

Brands Hatch 21 July 2019

IN THEIR SECOND RACE OF THE WEEKEND, THE ACTION AMONG THE SE7ENS AND S-CLASS WAS ELECTRIC, WITH CARS TRADING PAINT AND POSITIONS THROUGHOUT AND THE RESULT IN DOUBT UNTIL THE VERY LAST LAP



➡ Smith's second helping ➡ S-Class closer to Kendall

In Se7ens/S-Class, from the get-go up to half-a-dozen cars were in with a shout during a pulsating encounter. In his fourth race of the weekend, Thompson looked to have finally secured a win, only for Smith to squeeze through a gap into Druids, thereafter waved yellows for a stranded car on the exit of Graham Hill Bend preventing a counter-move before the chequered flag came out. Thomas took third, with

Burger recovering to fourth after a scary-looking clash along pit straight with Wanstall, the latter being excluded later on, despite spinning out of the race at Graham Hill Bend on lap 19. Roberts came off best in a skirmish for sixth on the road, Window ending up in the Clearways gravel which allowed Davis to close right up at the end, and Deviny being spun down to eighth overall. A whole train of midfield runners saw

both classes trying not to trip over each other, and of the remaining Se7ens it was Hopper who climbed up the order well to eighth in class to edge out Cooper and Proctor, with Trench and Woodbridge split by another S-Class. Wightman's luck was again in short supply, pulling off before the start with more mechanical woes, while Billison and Eaton were unable to repair their cars from Saturday's race.

Kendall took his eighth straight S-Class maximum although he was never very far ahead of the chasing pack, O'Brien making up for the clash the day before to take second, and Butler again on the podium in third. In fourth, Dickinson got held up in his efforts to stay with the front three, but was comfortably ahead of the trio of Kent, Cutler and Shearing, with Chappell, Edgar and Martin completing the runners a lap adrift, the latter managing to knock the worst of the roof dents out and scoop gravel from crevices after the previous day's inversion. Both Polley (split rad') and Bryan (diff) again failed to finish, as did Gilby who stopped on the out lap •

RW

RESULT:

Rd 11	Se7en / S-Class	20 Laps
1	35 Jeff Smith	20:28.420
2	4 Joe Thompson	
3	20 Darren Thomas	
4	28 Dom Burger	
5	708 Scott Kendall S	20:42.933
6	94 Lee Roberts	
7	22 Graeme Davis	
8	77 Andrew Deviny	
9	787 Connor O'Brien S	
10	742 Ben Butler S	
11	38 Steven Hopper	
12	18 Tina Cooper	
13	95 Julian Proctor	
14	779 Andy Dickinson S	
15	69 Steve Trench	
16	39 Glen Woodbridge	
17	715 Jonnie Kent S	
18	720 Ben Cutler S	
19	760 Jack Shearing S	
20	796 Mark Chappell S	19 laps
21	747 Kelvin Edgar S	
22	765 Simon Martin S	
dnf	733 James Bryan S	10 laps
dnf	27 Leon Oli Window	6
dnf	706 Jo Polley S	5
dnf	0 Leon Wightman	0
dnf	795 Stuart Gilby S	0
dq	2 Spencer Wanstall	18 laps
ns	49 Ross Billison	
ns	55 Darren Eaton	
ns	37 Gareth Hunt	
wd	88 Kieren McDonald	
FL 7	J Thompson	1:00.170 - 72.27 mph
FL S	S Kendall	1:01.056 - 71.22 mph
Pole 7	D Thomas	
Pole S	A Dickinson	
	1.2079-mile circuit	



Photos: P waller

GALLERY: Brands Hatch...

Photos: P Waller + S Colbran + M Jackson



...GALLERY: Brands Hatch



Photos: P Waller + S Colbran + M Jackson (with approval)



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TROPHY TALES

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



THE GRAHAM HILL MEMORIAL TROPHY

Though many may be aware that Mini legend John Cooper was President of the original Mini 7 Club, perhaps fewer will realise that F1 great, Graham Hill was Vice-President. Following his untimely death in a light aircraft crash in late-1975, his widow Bette Hill presented a trophy (above) in his honour to the now renamed Racing branch of the M7RC. With massive entries in line with the increased Leyland backing, a separate series was created for the many Novices and less experienced racers who were perhaps struggling to qualify or gain entries for the main National Challenges. The original Graham Hill Memorial Trophy ran for five seasons between 1977 and 1981, for Sevens and Miglias, before the idea to revive the trophy came about in 2018. Very much following the original ethos of rewarding raw new talent, this time around however it is aimed at Under-17-year olds looking to get a foot on the racing ladder, and competing in the budget-tuning Mini-7 S-Class •

THE TOM JARRETT TROPHY

Along time associate and backer of Peter Baldwin, Tom Jarrett offered the M7RC an award that was almost the polar opposite of his own driver's profile within the Mini racing fraternity. PB had seemingly been around the M7RC paddock for years, as a driver himself, initially in the 1275 GT Challenge of the late-70s, and later to win several Miglia titles, or occasionally mentor and 'chief engineer' to newer drivers setting out on the path to potential Mini glory. Although the Novice titles had been established for many seasons, the



idea for a trophy that recognised the 'Best Racing Newcomer' joining the M7RC from other areas of motorsport filled a gap in the M7RC awards portfolio •

THE FRANK GILLIBRAND MEMORIAL TROPHY

Always one to prepare his car on a budget, and with minimal assistance from others, Frank Gillibrand was a Mini 7 club racer in the truest sense of the word. His 'Gillimin' first graced the Mini Se7en grids in 1970, concentrating on the TEAC southern races for several seasons before a long break to concentrate on his career as a Barrister at Law. He returned to the formula he loved in the late 80s, with the same navy and orange coloured car as before and, with gradual tweaks, rose up the grids, but always with a sense of enjoyment, no matter the result. Sadly, a road accident claimed his life before the 97 season, so in his memory, the Gillibrand family donated a trophy to recognise a driver who best demonstrates the 'Original Spirit of the M7RC', and even today, Frank's brother Philip continues on with 'Gillimin', very much in that tradition •



THE GRAHAM EDWARDS MEMORIAL TROPHY

One of the more recent awards to join the M7RC's annual prizegiving is in memory of Graham Edwards, who sadly lost his brave fight with cancer only a few years ago. Starting out in an old Se7en, Graham gradually worked his way up the grids, and then with a new car became a regular top-10 and then top-6 challenger. In between times he also put something back into the Club that had helped him realise a dream of going racing, and as Press Officer for several seasons he helped create a greater profile within the motor-sport press and beyond, and which is reflected in the kind of media coverage the Club enjoys today. So near to a podium in his Mini racing career, the elegant glass tankard-on-plinth 'One Step Away' trophy is awarded to the Mini Se7en driver scoring the most points who didn't quite make the podium •



Further trophy tidbits in the next edition of...

Pit & Paddock

Pit & Paddock 2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 1



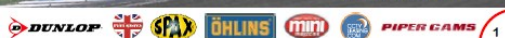
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BRING IT ON!

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



Pit & Paddock 2018

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2018: Issue 2



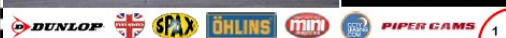
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Welsh Rare Hit!

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



Pit & Paddock 2018

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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Best from the East

Duplicate Deegan

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



Pit & Paddock 2018

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2018: Issue 4



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Marvellous Miglias

Thrills & Spills

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



Pit & Paddock 2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 5



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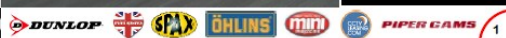
DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Miglia wins for Deeth & Peacock
Thompson & Deviny in Se7ens

Double Dutch Delight

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



Pit & Paddock 2018

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2018: Issue 6



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Two new winners in Mini Se7en!

Festival Frolics

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



Pit & Paddock 2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 7



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES

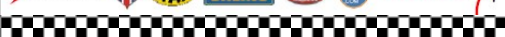


Astin & Deeth mix up Miglias

Cadwell Capers

Four titles going down to the wire

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



Pit & Paddock 2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 8



www.mini7.co.uk

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES

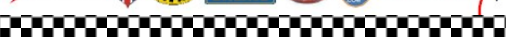


Aaron takes Miglia crown!

Smoking Silverstone

Drama-filled finale

Silverstone Reports
• Miglia: success for Smith
• Se7en: Hunter's second title
• S-Class: Kendall's technical KO
• Libres: happy like Harvey
Brands Winter Preview
Latest news
Final points
Technical updates
Runners & Riders
From the Archives
Winter 'Warmer' memories



Why join the Mini 7 Racing Club?

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

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

ABOUT US



About...

The Mini 7 Racing Club

Ever since the first Formula Mini-7 race at Brands Hatch in 1966, the Mini 7 Racing Club has always been a favourite for race commentators and spectators alike. The race cars offer excellent performance for money, challenging many of today's more modern car formulae for overall pace. The Se7ens and Miglias are guaranteed to offer overtaking, due to equally matched machinery but mainly to the rather un-aerodynamic body that gives the car behind a straightline advantage. Off the track, the Club has a very friendly atmosphere with willingness to help new members become acquainted with the 'tricks of the trade' and where to get the best advice. Most drivers and supporters stay at the circuit for the weekend races, giving an ideal opportunity to discuss the racing. The cars are ideal for the engineering enthusiast as although the rules strictly stipulate what can be modified on the car, they are specified so that development of the car can be achieved within a tight budget. If you are interested in starting racing, the best advice is to come to a race and chat, then buy yourself an already built car as this is by far the most economic route.

Mini 7 Racing History

The UK's longest running one-make motor racing championship was introduced in 1966 as Formula Mini-7; restricted tuning 850 engines, control tyres, designed for low-budget racers starting out. It was the brainwave of the original Mini 7 Club (then a social/racing society, mainly for the Mini) and the 750 Motor club (the pioneers of low-cost motor-sport). In 1970, Formula Mini-7 became just Mini Se7en when Mini 'Mille' Miglia was introduced; 1000cc, twin choke, less restricted tuning, wide slick tyres, and primarily for Mini Se7eners wishing to progress or for the generally more experienced saloon racer. Then in 1976 both were renamed Mini 850 and Mini 1000, as British Leyland, in conjunction with the now re-structured Mini 7 Racing Club, came up with a third, more high-profile series for Mini 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

PREVIEW: Cadwell Park... National Challenge Rds 12+13 31 August...

Photos: MTRC Archive (M Barrington)



FOLLOWING THE FULLY COMBINED RACES ON THE BRANDS HATCH GP CIRCUIT, THE MINI CHALLENGES RETURN TO THE USUAL SPLIT GRIDS AT CADWELL PARK, AND FROM THIS MEETING DROPPED SCORES WILL START TO COME INTO PLAY

**Miglia
Lap Record**
Bill Sollis
Time: 1:39.628
Ave speed: 79.02 mph
Set: 15 May 2016
2.1869-mile circuit

MINI MIGLIA

By the time the Miglia Challenge reaches Cadwell for the penultimate National weekend of 2019, the title race could well be down to one or two drivers. At the time of writing before the Brands DTM weekend on 10-11 August, Aaron Smith had been well on course for back-

to-back titles, holding a points lead more than equivalent to a pair of race victories. However, with dropped scores due to start kicking in from Cadwell, then the permutations for his chasing rivals could begin to bear fruit. Jason Porter had been holding second overall in the standings although unless he can secure a first victory in the formula, then a best score of third is probably not

going to be enough despite a 100% finishing record. Twice former champion, Rupert Deeth had gradually crept back up the table to lie third overall before Brands DTM, a double victory at Zandvoort bettering Smith's tally of top step appearances. Next on points, James Cuthbertson, Colin Peacock and Kane Astin will also need to start racking up podiums in the last few meetings too if they want to close the gap to Smith, while if Nick Padmore makes an appearance at Cadwell, and then at the Combe finale, he's got to be a favourite on form so far, with three wins in four race starts •

PREVIOUS WINNERS:

2018	K Astin / R Deeth
2016	S Deegan x2
2014	D Wheeler / R Deeth
2010	P Thompson x2
2001	P Baldwin
2000	P Baldwin
1999	I Curley
1998	I Curley
1997	B Sollis
1996	C Lewis

Mini Libre

The title race in the semi-invitational category may be more clearer following the Brands DTM weekend, with either Rob Davis retaining his series lead, or reigning class champion Phil Harvey having regained the ground lost in the early season races. The win ratio stood at 4:3 in favour of Davis after 9 races, but Harvey's later season form and experience from last season could be the difference. The first Libre champion from 2017, Peter Crewes, returned to winning ways at the Brands Mini Festival, but is likely to run out of events to close the gap to the pair out front, while Josh Evans' first season promise was derailed with a major engine issue at the July Brands meet •

Libre Lap Record

Justin Cooper
Time: 1:46.664
Ave speed: 73.81 mph
Set: 9 September 2018
2.1869-mile circuit

PREVIOUS WINNERS:

2018	P Harvey / J Cooper
2016	J Burrows (mig s-class) x2
2014	- / G Warburton (invitation)





...PREVIEW:

...National Challenge Rds 12+13

Cadwell Park

31 August



LAST YEAR'S MEET SAW CHANGEABLE WEATHER OVER TWO DAYS, WITH THE EXTREMES OF HEAVY RAIN UNDER DARKENED SKIES ON THE SATURDAY FOLLOWED BY DRY, BRIGHT CONDITIONS TO LIFT THE MOOD ON THE SUNDAY... MORE OF THE LATTER PLEASE!

Se7en
Lap Record
Andrew Deviny

Time: 1:49.168
Ave speed: 72.12 mph

Set: 15 May 2016
2.1869-mile circuit

Mini-7 S-Class

Very possibly, the S-Class title could already have been decided by the time the contenders reach Lincolnshire. Scott Kendall had clocked up a 'straight eight' before the Brands August event, and realistically of the three drivers who may be able to catch his tally, only teammate and former Mini 1.3i cohort Connor O'Brien has made the podium or looked like upsetting the form book. Stuart Gilby's fine run of reliability was finally spoilt at the Mini Festival, while young Ben Cutler had done brilliantly to head the Under-17s and S-Class Novices, so higher finishes from him are more the aim for 2020 •

S-Class Lap Record

Scott Kendall

Time: 1:50.680

Ave speed: 71.13 mph

Set: 9 September 2018

2.1869-mile circuit

PREVIOUS WINNERS:

2018 S Kendall x2
2016 J Collins / J Cooper /
L Wightman (invitation) x2
2014 J Deviny x2
2010 J Proctor / J Affleck

MINI SE7EN

Even if we could pre-empt the points *after* the Brands DTM weekend, we would still be left with half-a-dozen possible title contenders... before and after Cadwell! Such has been the spread of winners and podium challengers that it would be a disappointment - at least for those of us watching - if one driver was to find a winning advantage in the closing races. Joe Thompson started it all off with victory in Round 1 at Croft, and consistent high finishes have just about kept him on top of the pile.

PREVIOUS WINNERS:

2018 S Wanstall / M Hunter
2016 A Davies x2
2014 A Davies x2
2010 M Hunter / A Deviny
2001 T Sims / R Saunders q
2000 D Braggins / P Thompson q
1999 M Hunt / S Spearing q
1998 J Hayman / S Spearing q
1997 P Manser / D Coe q
1996 R Selby / M Sims q

However Dom Burger also scored a maximum at Croft and has almost matched Thompson's next best scores, but lay 10 points adrift going in to the DTM weekend. Jeff Smith's BTCC experience has seen him always in the mix, culminating in a first National victory at the Mini Festival, although a second on-the-road 'win' was later penalised, adding to a disappointing Thruxton, but

which still left him third overall. Andrew Deviny has won the big prize three times before, and although yet to win a 2019 National race, don't count him out. Darren Thomas had won three in between DNFs, so has the potential for a title-winning charge, likewise Spencer Wanstall with two, although a penalty zero to be counted may leave him short in the final reckoning •



Photos: M7RC Archive (M Barrington)





BARC RACE MEETING

Cadwell Park's undulating challenges provides the backdrop for the British Automobile Racing Club this weekend. Enjoying what has been another vintage season, the Max5 Racing Championship will continue their 2019 campaigns with another two races, as will the BARC Tin Tops Championship. Joining the BARC's two categories will be races from the Darlington & District Motor Club, **Mini Se7en Championship** and the British Superkart Championship – all of which should deliver edge-of-the-seat entertainment •

www.barc.net



NEWS UPDATE NEWS UPDATE

KEEP 'EM PEELED

At the time of writing, the event timetable for Cadwell is still very much at the provisional stage. Therefore please look out for any *Express News* updates from Colin Peacock, either via email or on the M7RC website, or keep checking on BARC's website too. Testing is available on Friday 30 August, and bookings are via <https://shop/msv.com/Calendar/Testing> or call the circuit direct on 01507-343248. Unfortunately, there will be no pre-Cadwell *Pit & Paddock* newsletter (even the Editor needs a break!), so race reports from the Brands DTM weekend, and also Cadwell Park, should hopefully be included in Issue #7, due out in the week before Castle Combe on 14 September •

www.mini7.co.uk

TIMETABLE: Cadwell Park

National Challenge Rds 12 + 13

Saturday 31 August 2019

START	FINISH	DURATION	SESSION	CLASS
07.50	07.55	5 mins...	Signing-on	Se7en + S-Class
07.55	08.55	1 hour...	Scrutineering	Se7en + S-Class
08.35	08.40	5 mins...	Signing-on	Miglia + Libre
08.40	09.40	1 hour...	Scrutineering	Miglia + Libre
09.20	09.35	15 mins	Qualifying	Se7en + S-Class
10.05	10.20	15 mins	Qualifying	Miglia + Libre
11:00	11:15	15 mins	Drivers' Briefing	All
11.45	12.05	20 mins	Race 2 / Rd 12	Se7en + S-Class
13.15	13.35	20 mins	Race 4 / Rd 12	Miglia + Libre
15.10	15.30	20 mins	Race 8 / Rd 13	Se7en + S-Class
16.10	16.30	20 mins	Race 10 / Rd 13	Miglia + Libre



Image: courtesy www.cadwellpark.co.uk

CIRCUIT LENGTH:

2.19 miles

Cadwell Park Circuit, Horncastle Road, Louth, Lincs, LN11 9SE

Tel: 01507-343248

Email: cadwellpark@msv.com

Driving there:

Cadwell Park is located along the A153 in Lincolnshire, 10 miles north of Horncastle and 5 miles south of Louth •

www.cadwellpark.co.uk





2019 CALENDAR

DUNLOP MINI CHALLENGE SUPPORTED BY MINI SPARES

National 1+2	Croft	13-14 April (BARC)
National 3+4	Thruxton	18-19 May (BARC / TOCA BTCC)
National 5+6	Silverstone (GP Historic)	15-16 June (MGCC / MG Live!) <i>Cancelled!</i>
National 7+8+9	Zandvoort, NL	5-7 July (CZL-CPZ / British Race Festival)
National 10+11	Brands Hatch	20-21 July (MSV / Mini Festival South)
National 5+6	Brands Hatch GP	10-11 August (MSV / DTM support) new!
National 12+13	Cadwell Park	31 August (BARC)
National 14+15	Castle Combe	14 September (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	Marriott Forest of Arden	23 November new venue !
Awards / Dinner Dance	Marriott Forest of Arden	18 January 2020 new venue !

National Challenge Rds 12+13

Cadwell Park

31 August

BARC

Photo: M7RC Archive (M Barrington)

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From the Archives

Driver Spotlight



10 years ago: 2009

IN THE NOW REGULAR CLUB NEWSLETTERS THERE WERE SEVERAL SECTIONS INCLUDING INTERVIEWS WITH DRIVERS

historic racing. In 2007 after a disastrous championship where I was in the front with a 50 points advantage, I lost two races with a failure. So I decided to try something different. "I bought my car from James Hayman here in the UK, which was the rolling 'shell' and I bought the engine from Tim Sims. It was very simple for me to decide to take part in races here

in the UK. If I took part in 6 or 7 historic races in Lisbon, I thought how much would it cost? With this budget I found I could race in the UK, taking the opportunity of low cost flights. We flew over to see a race and really enjoyed it a lot. "I started last season, taking part in five races and my main goal is to drive on all the tracks I can; this is more of a personal experience for me and for my father. I intend to do as many races as I can this year. Everything is very close and very competitive in Mini racing and this car is totally different from what I've driven before. The best thing is all the help the Club has given to me since we started this project and a good example of this is after the accident on Friday [at MINI United] when everyone helped to repair the car; it's fantastic!" •

Pit & Paddock newsletter issue #6, June 2009

Portuguese Mini racer Nuno Pimenta sourced his Miglia (above) from James Hayman as a rolling 'shell', while the engine was bought off of Tim Sims

Looks like hot work, even for someone used to Algarve heat! (left)
Photos: M7RC Archive (Pit & Paddock)

Feature reproduced from:
M7RC newsletter
issue #6, June 2009

Mini Miglia 2009

Interview with Nuno Pimenta

PORTUGUESE RACER NUNO PIMENTA has the longest round trips in the Mini 7 Racing Club to compete in the Dunlop Mini Miglia Challenge but the 32-year-old car rental company director from Vila do Conde, near Porto, takes the long trip in his stride to fulfill his dream of racing Minis in the UK

|| I live in a small town just outside Porto called Vila do Conde, which is near the sea. I've been involved in Mini racing since 1998, taking part in



From the Archives

Cadwell Park



20 years ago: 1999

THE 10TH OF 13 NATIONAL ROUNDS SAW CADWELL AGAIN PROVIDE A QUALIFICATION RACE IN SE7ENS

National Mini Miglia: 15 August

Curley's Cadwell

6 MONTHS AND 9 races into the Championship, 18 cars arrive at the picturesque (ie narrow, twisty and on a hill!) Cadwell Park. Taking into account 3 'dropped scores', arriving here only 15 points between leader Curley and 5th place man Bell, so plenty to race for. The weather held out for the whole day, which is more that can be said for all the cars!!!

Qualifying: Once again Ian Curley was on pole but by just 0.29s from Baldwin, who in turn was 0.87s ahead of Steve Bell, in fact, the first 13 cars qualified just under 3 secs apart. There were a few problems; Kev Mason visited the tyres, bringing out the red flags, Lloyd pulled up early to find a nasty time-consuming, expensive-type hole in his diff casing, sadly the type of hole that signalled the end of his weekend racing. The only other surprise being the normally

'right up there' Matt Hayman only managing 10th on the grid, with no major problem, he would be one to watch come racetime. 17 out of 18 entered made it to the grid, Mason working hard to put the front end of his car back together in the 4 hours between qualification and race.

Race: Everyone got away safely, with Ian "never had a bad start" Curley leading into the first corner, Manser and Eady having passed Peacock and Hancock, Hayman up one place past Higgins, into 9th. All close with Baldwin looking for a way past Curley and out front, no daring manoeuvres on lap two, lap three saw Curley and Baldwin pulling away, Chandler pulled off with a now customary nasty noise, this one turned out to be a snapped tim-

ing chain, Abbott pulled off at Mansfield with a puncture, and Hayman made up one more place to 7th. Lap 4 still Curley and Baldwin, Gunn overtaking Bell for the 3rd spot, then Manser and Eady, and a hard-charging Hayman. Lap 5 Baldwin trying to pass Curley at the end of the Part Straight, Manser, Eady and Hayman all scrapping for 5th place, Mason and Meads having a great race at the back. At the bottom of the mountain Matt Hayman launched past Eady, now right up behind Phil Manser. Lap 6 saw Baldwin again try pass Curley, who, braking a little early found PB on his exhaust, literally, these two had now pulled quite a distance away from Gun and Bell. Lap 7 Curley still defending from Baldwin, Hayman found a way past Manser, now up to 5th from 10th. Lap 8 saw

the demise of Kev Mason, with an un-attached vital wire, and Baldwin dropping back, at this point the commentator had decided that he had given up trying to get past Ian-wide as a bus-Curley, infact the 'bump' on lap 6 and left him with a hole in his radiator, and a lack of water meant he was trying hard to finish!! Lap 9 Hayman right up with Bell, Peacock right up behind Eady, Wager and Higgins battling for 10th place. Lap 10 Hayman sideways at Charlies attempting to pass Bell, but not quite making it. Curley wins, from Baldwin, Gunn, Bell, Hayman, Manser, Eady, Peacock, R Wager, Higgins, Hancock (losing 2 places due to a second jump start penalty), M Wager and Meads. So, another pole and win for Curley, another fastest lap for Baldwin, points are still very close, taking into account 'dropping 3 scores' only 21 points cover the top 5, so there is still plenty to race for •

report T Chandler
M7RC magazine
Issue #5 1999/00

Martin Wager finished 12th (top)
Photo: M7RC Archive (K Ellison)

Fifth place for Matt Hayman in the 0 car (below)
Photo: M7RC Archive



RESULT: 15 August (BRSCC-N)

Mini Miglia	Rd 10	10 Laps
1	1	Ian Curley 17:31.370
2	2	Peter Baldwin
3	11	Ian Gunn
4	14	Steve Bell
5	0	Matt Hayman
6	3	Phil Manser
7	42	Dan Eady
8	30	Colin Peacock
9	50	Richard Wager
10	33	Tony Higgins
11	16	Trevor Hancock
12	49	Martin Wager
13	51	Martin Meads
dnf	17	Kevin Mason 6 laps
dnf	22	Mark Chandler 2
dnf	29	David Abbott 2
ns	5	Mike Jackson
ns	4	Jonathan Lloyd
ns	7	Gordon Pocock
ns	10	Tony Higgins [ran as #33]
ns	20	Jonathan Lewis
FL:	P Baldwin	1:43.66 - 75.36 mph
2.170-mile circuit		



YouTube



From the Archives

Cadwell Park



20 years ago: 1999

National Mini Se7en: 15 Aug'

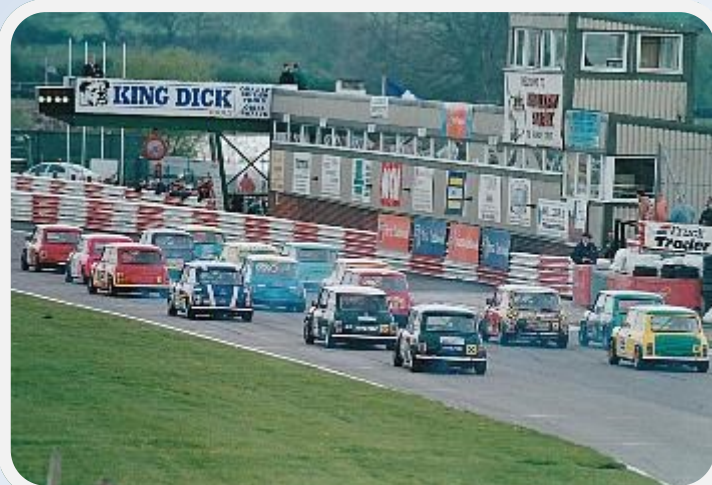
Mark's in the Hunt for trophies

WITH ENOUGH ENTRIES to warrant an 8-lap qualifying race around what is sometimes called the 'mini Nurburgring', nearly everyone made it through to the 10-lap final

Qualifying Race - We lost 2 cars from the grid contest the eliminator, from which 10 would go through to join the 14 already qualified for the Final. Having been allocated pole position, Paul Rogers was unable to take up his slot, likewise Nick Brown from the sixth row. Alone on the front row therefore was Paul Frankcom. Oli Perrett would start from the back with a 10s delay. An energetic battle ensued for over quarter of an hour, with Simon Spearing nailing his second qualifying race victory in as many seasons on this circuit. Confusingly the result showed Perrett in second from Frankcom, but the actual order should have been reversed. Behind the leading trio,

Pete Weston crossed the line in fifth but a 10s jump start dropped him to ninth in the classification, while the clamour for fifth on the road involved the virtually everyone else, but it was Darren Coe who found a couple of seconds breathing space by the flag, as Phil Lee edged Paul McGarry, Graham Edwards and Denise Manderscheid, just over a second covering them all four of them! Daniel Johnson claimed the last grid spot for the Final, leaving Jonathan Hudson and James Winniffrith as the two to miss out, the latter a DNF on the sixth lap.

Final - Mark Hunt led away from pole position and was always in control of the 10-lapper, including the fastest lap, coming home 9.68s to the good. Daves Braggins and Banwell fought mightily over second, with Simon Adams comfortable in fourth ahead of Neil Johnson and Niven Burge rounding out the leaderboard. Of the rest, familiar faces in the M7RC paddock nowadays included Paul Thompson, Dick Hunter, Paul Woodbridge and Andrew Deviny, who were all around the top-10 pace, while a great effort from Graham Edwards saw him rise to 14th, the sadly missed former



Lady racer Denise Manderscheid finished both races on the day, rising to 16th in the Final (left)
Photo: M7RC Archive

A qualifying race was needed to thin the field to 24 for the Final, just as it was at Mallory Park earlier in the season (below)

Photo: M7RC Archive / Ferret Photographics (M Harvey)

M7RC Press Officer since honoured with the 'One Step Away' award in his memory •

RW

RESULT: 15 August (BRSCC-N)

Mini Se7en	Rd 10-Final	10 Laps
1	97 Mark Hunt	18:59.630
2	5 Dave Braggins	
3	7 Dave Banwell	
4	9 Simon Adams	
5	91 Neil Johnson	
6	53 Niven Burge	
7	12 Paul Thompson	
8	8 Dick Hunter	
9	39 Paul Woodbridge	
10	11 Andy Burge	
11	85 Andrew Deviny	
12	22 Sarah Munns	
13	35 Darren Coe	
14	59 Graham Edwards	
15	78 Paul McGarry	
16	21 Denise Manderscheid	
17	75 Daniel Johnson	
18	37 Simon Spearing	
19	46 Philip Lee	
dnf	10 Rob Talbot	7 laps
dnf	27 Paul Frankcom	6
dnf	63 Pete Weston	4
dnf	20 Rob Cullum	3
dnf	44 Oli Perrett	1

ns 6, 15, 16, 29, 32, 34, 90, 93

FL: M Hunt
1:52.33 - 69.55 mph

Mini Se7en Rd 10-Q Race 8 Laps

1	37 Simon Spearing	15:42.790
2	27 Paul Frankcom	
3	44 Oli Perrett	
4	35 Darren Coe	
5	46 Phil Lee	
6	78 Paul McGarry	
7	59 Graham Edwards	
8	21 Denise Manderscheid	
9	63 Pete Weston	
10	75 Daniel Johnson	
11	32 Jonathan Hudson	
dnf	16 James Winniffrith	5 laps
ns	34 Paul Rogers	
ns	29 Nick Brown	
ns	6 Tim Sims	
ns	15 Jason Porter	
ns	93 John Pearson	
ns	90 Geoff Letts	

FL: O Perrett
1:54.07 - 68.48 mph

2.170-mile circuit



Wizardry on Wheels!

The ultimate one-make classic racing series

2019 CALENDAR

18-19 May - Thruxton
5-7 July - Zandvoort
20-21 July - Brands Hatch
10-11 August - Brands GP
31 Aug-1 Sept - Cadwell Park
13-14 September - Castle Combe
9-10 November - Brands Hatch

www.mini7.co.uk



Mini Se7en - Highly-tuned 998cc engines, straight-cut dog 'boxes, 10x5" Minilite/GB wheels, Dunlop treaded tyres, modified subframes and uprated suspension, Cooper S disc brakes. The original formula.



Mini Miglia - Highly-tuned 1275cc engines, straight-cut dog 'boxes, 10x7" split-rim wheels, Dunlop slick tyres, Ohlins dampers, regulation Yellow Spot cones, four-pot brakes. The pinnacle of Mini circuit racing.



Mini Se7en S-Class - Lightly-tuned 1275cc engines, steel-body dampers, similar running gear to Mini Se7en, standard pedal boxes. The entry-level championship for DIY Mini enthusiasts.



Mini Libre - Unlimited A-Series engines, 10" wheels and slick tyres, highly-modified suspension and brakes, join the Mini Miglia grid with your existing trackday or competition Mini. The open class.





From the Archives



Cadwell Park

30 years ago: 1989

A DOUBLE-HEADER WEEK-END SAW OULTON ON THE SATURDAY FOLLOWED BY CADWELL PARK ON SUNDAY

National Mini Se7en - 23 July

Cooper Mini mania

JUST A DAY after the Oulton race, the Se7ens were racing the other side of the Pennines in Lincolnshire, with Steve Cooper out front in sister Tina's car when the red flag flew

Rob Selby led away in the Mini 7 event with Michael Jackson trying to pass but he went grass cutting on the second lap before parking at Mansfield. This left Steve Cooper to successfully challenge for the lead in his sister Tina's car, leaving Selby to slip down the order as Eian Riddiford and Graham Penn demoted him further. With Cooper just out of reach, Riddiford had his mirrors full of Penn and lost second at The Mountain just before he pulled into the pits on lap seven, but on the next lap Guy Sims spun at the Gooseneck and had Julie Armstrong run into his stranded car to bring out the

red flag once again. This left the result behind Cooper as Riddiford, Penn, Marcus Wragg and early leader Selby •

report courtesy *Motoring News*

National Mini Miglia - 23 July

Ian is the top Gunn

IAN GUNN's victory in the Mini Miglia race will be one that he will savour for a long time, after a race-long duel with Gareth Mellin...

It was difficult to decide which was the better race, the BMW battle between Stephen Guglielmi and John Costelloe or the Mini

Miglia duel between Gareth Mellin and Ian Gunn, but the Minis just got the vote. Mellin led away but Myk Cable challenged early before dropping to fifth, leaving the way clear for Gunn to pressurise the leader. Three times Gunn slipped by under braking for Park Corner, each time he ran wide allowing Mellin to slip back in front, but on the ninth lap Gunn was successful, taking the lead and a well deserved win. Cable looked to be joining the leaders in their battle at half distance but his engine went sick, dropping him to ninth, leaving Peter Allen to fend off Owen Hall for third •

report courtesy *Autosport*



Miglia of Ian Gunn won after a race-long battle with Gareth Mellin (left)
Photo: B Payne Collection
Graham Penn took a Mini Se7en podium on his 'home' track (below)
Photo: G Penn Collection / Ferret
Fotographics (S Jones)

Article reproduced from:
The M7RC Archive
1989 annual review

RESULT: 23 July (CPRC)

Mini Se7en	Rd 9	6 Laps*
1 3	Steve Cooper	11:56.3
2 64	Eian Riddiford	
3 72	Graham Penn	
4 43	Marcus Wragg	
5 24	Rob Selby	
6 9	Dick Grimwood	
7 6	Neil Johnson	
8 81	Raphael Speed	
9 48	Kelly Rogers	
10 409	Rick Pavak	
11 10	Dave Banwell	
12 70	Guy Sims	
13 586	Dave Braggins	
14 157	Peter Longstaff	
15 124	Graham Howard	
16 169	Steve Hart	
17 85	Graham Hatfield	
18 99	Julie Armstrong	5 laps
dnf 121	Bill Boyle	4 laps
dnf 4	Mike Jackson	1
dnf 2	Bill Solis	0

ns 75	Paul Brown
ns 38	Nigel Muskett
ns 88	Dan Wheeler
ns 123	Graham Markwell
ns 127	Steve Martin

FL: M Wragg
1:55.8 - 67.46 mph

* race red-flagged - result @ 6 laps

Mini Miglia	Rd 9	10 Laps
1 4	Ian Gunn	18:33.6
2 6	Gareth Mellin	
3 89	Peter Allen	
4 2	Owen Hall	
5 5	Mark Jones	
6 111	Chris Tyrrell	
7 106	Tony S Parker	
8 10	Steve Holtom	
9 3	Myk Cable	
10 34	Alan Whittington	
11 505	Peter Sainsbury	
12 15	Trevor Hancock	
13 23	Peter Bonas	
14 95	Phil Harvey	
15 55	Ken Lyne	9 laps
16 107	Paul Jackson	
dnf 19	Bev Comber	7 laps
dnf 99	Mick Best	5
dnf 500	Richard Wager	3

ns 104	Paul Makepeace
ns 11	Eamonn Moran
ns 21	Andy Hack
ns 155	Paul Oates
ns 181	Chris Harris
ns 277	Gerard D'Amato

FL: R Wager
1:48.9 - 71.73 mph

2.170-mile circuit

From the Archives

Cadwell Park



40 years ago: 1979

ALL THREE LEYLAND MINI NATIONAL CHALLENGES WERE ON THE SAME BILL

National Mini 850 - 17 June

Watts' wizardry in Mini 850 contest

THREE AUSTIN MORRIS Mini Challenge races in the supporting programme with the first of these, for the 850cc Leyland cars, opening the proceedings...

Under overcast skies but on a completely dry track, Patrick Watts showed that his practice time of 1m 55.28s, well over a second better than anyone else could manage, was no fluke by dominating the race. By the end of 8 laps, his brightly-liveried All Car Equipe Mini was all but 10 secs clear of the opposition with Reg Armstrong just heading home Chris Tyrrell after a fine dice for second. Steve Taylor, Nigel Gaymer and Russell Grady fought in similar fashion over fourth place with the three of them finishing closely together in that order •

National Mini 1000 - 17 July

Record setter Spurling

IN THE MINI 1000 race, from Pole position Phil Spurling soon opened up a clear lead and was out of sight by the end, even setting a new lap record in the process

The 1000cc Mini race was dominated by former Champion Phil Spurling. His Dennis Gregory-tuned car pulled ever further away from Roland Nix's Ellard Garage Doors car, to set a new lap record. Nix slowed towards the end but was still able to take second place ahead of current series leader Chris Dobson, with Richard Belcher having slipped back from third to fourth at half-distance •

National Mini 1275 GT - 17 June

Lodge leads the GTs

HAVING DROPPED right down the field, Steve Soper's comeback drive to victory was later taken away due to a technical issue, thus handing the 1275 GT points to Rob Lodge

The final Mini race, for 1275 GTs, provided quite a good spectacle thanks to Steve Soper making a very poor start from pole position! A plug had wetted up and he was left to struggle around the first lap gradually falling further and further down the 14-car field. "I thought a plug lead had fallen off," revealed Steve later, "and was just about to pull into the pits when it cleared." By the third lap Steve was up into fifth place and closing quickly on a fine three-car scrap for the lead and, true to form, the championship leader then disappeared to score a fine victory. Early leader John Hopwood dropped back to an eventual sixth, while Rob Lodge moved up into second place, having always been in contention, just ahead of Malcolm Leggate, who was having only his second race of the season. Chris Lewis and Malcolm Harrison were also close at hand in fourth and fifth places, having ousted Hopwood on lap 8 when the early leader slid wide at Park Corner •

reports courtesy Autosport

Graham Wenham heads the Leyland Mini 1275 GT pack out of the hairpin, past the cottage on the left (top) Photo: courtesy Motoring News

Article reproduced from: M7RC Archive, 1979 annual review

RESULTS: 17 July (BARC)

Mini 850	Rd 9	8 Laps
1	5 Patrick Watts	15:34.75
2	11 Reg Armstrong	
3	3 Chris Tyrrell	
4	34 Steve Taylor	
5	42 Nigel 'Boot' Gaymer	
6	8 Russell Grady	
7	52 Nick Baily	
8	81 Tim Lester	
9	41 Jonathan Lewis	
10	16 Viv Church	
11	12 Eric Groves	
12	10 John Love	
13	15 Martin Goodall	

dnf 2	Graham Woskett	1 lap
dnf 82	Francis Taylor	1
dnf 22	Gary Hall	0

ns 68 Fred Riches, 83 John Knight, 7 Julian Cutler, 9 Jim McDougall, 28 Chris Gould, 43 Ben Dutson

FL: P Watts
1:54.96 - 70.46 mph

Mini 1000	Rd 7	10 Laps
1	1 Phil Spurling	18:13.35
2	2 Roland Nix	
3	6 Chris Dobson	
4	58 Richard Belcher	
5	60 Martin Guidery	
6	18 Bob Addison	
7	26 Colin Beckwith	
8	52 Tony Edmonds	
9	68 Tony Wilson	
10	28 Peter Calver	
11	85 David Collins	
12	23 John Meale	
13	34 Ian Hughes	9 laps
14	75 David Huck	9

dnf 14	Rick Cutting	6 laps
dnf 44	Roy Kwei	5
dnf 35	Cliff Riley	2
dnf 38	Keith Vinycomb	2
dnf 5	Derek May	1

ns 4 Mike Fry, 46 Chris Hampshire, 8 David Abbott, 25 Robin Morris, 20 Mike Timbrell, 74 Phil Holland, 73 Nick Lemon, 7 Mike Wallaker

FL: P Spurling
1:47.84 - 75.11 mph (record)

Mini 1275 GT	Rd 8	10 Laps
1	7 Robert Lodge	19:04.06
2	16 Malcolm Leggate	
3	20 Chris Lewis	
4	27 Malcolm Harrison	
5	4 John Hopwood	
6	26 Chris Inch	
7	18 Nigel Bridger	
8	11 Graham Wenham	
9	17 Jim Wheals	
10	15 Robert Mayo-Bignell	

dnf 29	David Yapp	3 laps
dnf 8	Anthony Pownall	1
dnf 30	Paul Taft*	0
dq 3	Steve Soper	10 laps

ns 25 Tim Ransom, 12 Steve Harris, 14 Melvyn Johnson, 19 David Rose, 41 Peter Collier, 30 Brian Evans*

FL: S Soper
1:50.64 - 73.21 mph

2.25-mile circuit

From the Archives



Cadwell Park
40 years ago: 1979

A WEEK LATER SAW THE GRAHAM HILL CHALLENGE RETURN TO LINCOLNSHIRE FOR THE 3RD OF 8 ROUNDS

**Graham Hill Trophy
Mini 850 - 24 June**

Lewis' Lincoln

A GOOD FIELD of Mini 850s for round 3 of the Graham Hill Trophy didn't quite deliver the usual fireworks, Jonathan Lewis running out a comfortable winner by over 5 secs

The Esso 850 Mini race, a qualifying round for the Graham Hill Memorial Trophy, saw Jonathan Lewis score a very easy victory in a somewhat processional race. The main interest was centred

upon Tim Lester, who moved up from fifth place at the end of lap one to second at the finish after a big battle with third place man Dick Hannay •

**Graham Hill Trophy
Mini 1000 - 24 June**

Enduring Edmonds

THE GRAHAM HILL Mini 1000s produced a more entertaining race around Cadwell, Tony Edmonds and Keith Padmore swapping the lead several times before the flag

The RM Wright Mini 1000 race, another qualifier for the Graham Hill Memorial Trophy, produced some really entertaining motoring, despite the weather. Tony Ed-

monds led to begin with but was soon overtaken by Keith Padmore. However, Edmonds' challenge was by no means over and he retook the lead, leaving Padmore to hold off Bryan Dugdale who had stormed up from seventh on lap one •

reports courtesy
Autosport / Motoring News



Mini 850s (née Se7ens) tackle The Mountain section at Cadwell Park, led here by Chris Tyrrell from Patrick Watts, the latter winning the National round on 17 June (left) Janet McPherson drove to 11th place in the Mini 1000 (née Miglias) race on 24 June (below)

Photos: courtesy Autosport

Article reproduced from:
The M7RC Archive
1979 annual review

RESULTS: 24 June (Lincoln Motor Cycle & Car Club)

Graham Hill Mini 850 Rd 3 8 Laps

1	41	Jonathan Lewis	16:04.8
2	81	Tim Lester	
3	86	Dick Hannay	
4	62	Tony Upton	
5	76	Steve Mole	
6	100	John Lambe	
7	101	Alan Lawrence	
8	61	Edward Wells	
9	73	Mark Goldsworthy	
10	93	John Barnard	
11	38	Stuart Smith	
12	75	Peter Mockler	
13	32	Andrew Gurnham	

dnf	83	John Knight	4 laps
dnf	46	Dave Facer	4
dnf	57	Paul Castaldini	3
dnf	77	Gay Parker	1
dnf	26	Julian Affleck	0

ns	33	Gary Littledeyke	
ns	35	Barry Stockford	
ns	49	Kevan Gray	
ns	37	Johnny Thorne	
ns	72	Richard Hamlyn	
ns	58	Jon Harvey	
ns	60	Mike Rudd	

FL: J Lewis + T Lester
1:58.9 - 68.12 mph

Graham Hill Mini 1000 Rd 3 8 Laps

1	52	Tony Edmonds	12:35.9
2	56	Keith Padmore	
3	19	Bryan Dugdale	
4	69	Charles Hill	
5	73	Nick Lemon	
6	34	Ian Hughes	
7	24	Ashley Bell	
8	68	Tony Wilson	
9	53	John D Simpson	
10	99	Sid Lawley	
11	75	Janet McPherson	
12	38	Keith Vinycomb	
13	71	Peter Moore	5 laps

dnf 36 Trevor Jones 5 laps

ns	74	Stephen Holland	
ns	23	John Meale	
ns	30	Graham J-White	
ns	35	Cliff Riley	
ns	37	Simon Giles	
ns	39	Neil Webb	
ns	57	Anthony Barrett	
ns	64	Philip Down	
ns	70	Nick Skegg	
ns	86	Tim Cockle	

FL: B Dugdale
2:01.0 - 66.94 mph

2.25-mile circuit

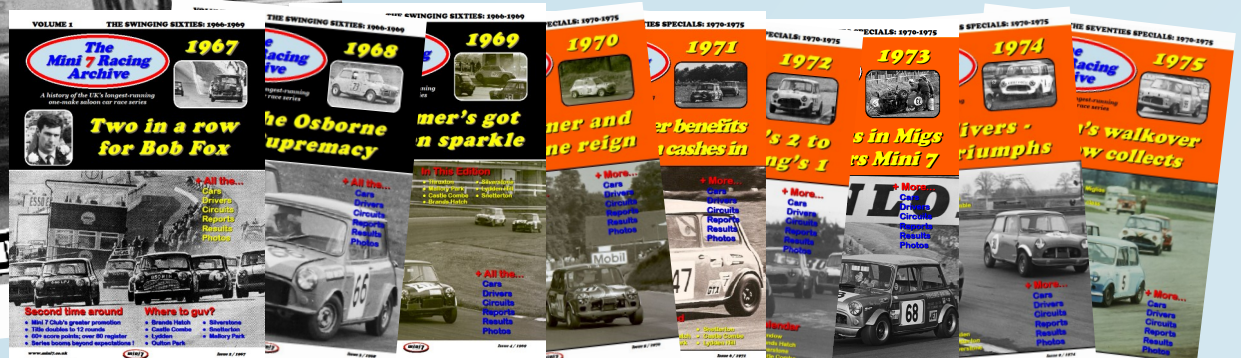


Mini Racing History

at your fingertips!

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

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Out Now!

10 NEW ISSUES

- 1986-90: Mini Se7en bids farewell to the 850cc engine...
plus
- 1991-95: Going green on unleaded fuel as



From the Archives

Mini Miglia 'Mille' Formula



50 years ago: 1969

ALTHOUGH THE FIRST MINI MIGLIA CHAMPIONSHIP WAS IN 1970, A FEW CARS RAN IN NON-POINTS EVENTS THE YEAR BEFORE

Miglia 'Mille' Mini Formula

Regulations 1969

THIS FORMULA has been evolved to provide a basis for saloon car racing using modified 998cc BMC Mini saloons

Events for this class will be promoted at the leading club circuits by the Mini Seven Club and other nominated Clubs.

An annual championship for a special trophy known as the Special Tuning Challenge trophy will be run, based on the results of 10 of a series of 15 nominated races. Points will be allocated on the basis of 10 for a win, 9 for a second place, 8 for a third, and so on down to eighth, 2 points to all finishes and 1 to all starters who do not finish. Annual awards will also be made down to 10th place in the championship.

The requirements of Miglia Mini Formula are subject to review annually. Cars must comply with the following requirements:-

Engine: Basically standard 998cc Mini, not Cooper S, having a standard stroke and bore, standard 998 Mini cylinder block casting. Head to be any standard BMC 'A' Series, 5-port casting, but may be modified in respect of port sizes, and valves not larger than 1.401" dia. (Standard Cooper S), combustion space may be modified. Valve timing is free but camshaft must remain in original position, carburettor, inlet and exhaust manifold is free, but petrol injection may not be used.

Transmission: 4 forward speeds only but choice of ratios. Self-locking differentials will be permitted.

Brakes: No restrictions.

Body: Standard saloon body unaltered in major dimensions or in material. Choice of driver's seat. Passengers' seats and trim may be removed. Side and rear windows may be replaced by Perspex, minimum thickness of Perspex

for windows 4mm (3/16") wind-screen must be of laminated glass. Bonnet and bootlid may be replaced by aluminium or glass-fibre to pattern but steel doors must be retained. Bumpers may be removed, but the exposed projecting edge must be protected adequately or removed. Other body flanges and gutters must not be removed. Wing flanges must be protected by plastic trim or similar material. Flared wheel arches and extensions are allowed, but may not exceed 5cm at the widest part of the standard wheel arch, and must be fitted where necessary to comply with the RAC Vehicle Regulations. Travellers, van and other commercial bodies are not allowed. Glassfibre front ends are also excluded.

Wheels: Magnesium and other proprietary wheels are not allowed. The track will be limited within the provisions of the following: Up to 1" spacer allowed with any production BMC wheel (excluding reverse rim). If no spacer then reverse rim wheels may be used, 'S' drums and discs are counted as spacers. No restriction on type of tyre. Please note that over-tightening of wheel nuts can lead to damage. Correct torque is 38-43 lbs ft.

Suspension: This may be modified only by lowering and/or providing negative camber, and the use of alternative dampers and/or anti-roll bar.

Safety: Any BS-approved safety belts of at least lap and diagonal type must be securely fixed and used at all times while on the circuit. The steering wheel rim must incorporate a continuous metal ring fixed to the spokes. It is strongly recommended that a crash bar (roll over bar) 2" diameter and of 20 gauge steel be fitted immediately behind the driver's seat. While not obligatory, it is strongly recommended that an efficient fire extinguisher be carried in a readily accessible position. Particular attention is drawn to sections in the Blue Book dealing with safety.

Electrical: Cars must be fitted with headlamps, standard dynamo in working order, starter (which will normally be used for starting the engine while on the circuit), and adequate battery and a windscreen wiper in working condition.

General: Cars must comply with RAC Regulations for Cars Taking part in Competition (published in the RAC Sports Year Book) and with current Construction and Use Regulations, but current Road Fund Licence is not obligatory. Trade names and advertising will be allowed •

M7RC Archive

The racing section of the then M7C produced a set of regs for a new 1-litre (998cc) series, called Miglia Mini Formula. The intended name was 'Mille Mini' after the famous 1000-mile Mille Miglia race (in latin, Mille = 1000 and Miglia = miles), but "Miglia" tripped off the tongue better. There were four events in 1969 where the new formula was tested, details in:

The M7RC Archive
1969 annual review

Typical Free Formula car that would form the basis of Miglia Mini (top)
Photo: M7RC Archive (M Magee)

Archive Library



ROLL OF HONOUR

The Champions

NATIONAL MINI SE7EN

1966	Bob Fox
1967	Bob Fox
1968	Mick Osborne
1969	Paul Gaymer
1970	Len Brammer
1971	Graham Wenham
1972	Reg Armstrong
1973	Mick Moss
1974	Chris Tyrrell
1975	Graham Wenham
1976	Graham Wenham
1977	Martin Goodall
1978	Steve Hall
1979	Patrick Watts
1980	Jonathan Lewis
1981	Gary Hall
1982	Gerald Dale
1983	Chris Gould
1984	Chris Gould
1985	Russell Grady
1986	Chris Tyrrell
1987	Chris Tyrrell
1988	Malcolm Joyce
1989	Steve Cooper*
1990	Bill Sollis*
1991	Bill Sollis*
1992	Mike Jackson*
1993	Tina Cooper*
1994	Ian Curley
1995	Mike Jackson*
1996	Phil Manser*
1997	Steve Bell
1998	Matthew Hayman
1999	Dave Braggins
2000	Dave Braggins
2001	Tim Sims*
2002	Tim Sims
2003	Tim Sims
2004	James Hall
2005	Paul Thompson
2006	Andrew Deviny
2007	Max Hunter
2008	Paul Thompson
2009	Kane Astin
2010	Paul Spark
2011	Paul Spark
2012	Paul Spark
2013	Andrew Deviny
2014	Andrew Deviny
2015	Paul Spark
2016	Ashley Davies
2017	Charlie Budd
2018	Max Hunter

* Overall Champion Award:

Rover Mini Cooper to the Champion with highest points.

NATIONAL MINI MIGLIA

1970	Mick Osborne
1971	Len Brammer
1972	Mick Osborne
1973	Phil Spurling
1974	Russell Dell
1975	Alan Curnow
1976	Mike Curnow
1977	Paul Gaymer
1978	Phil Spurling
1979	Phil Spurling
1980	Roland Nix
1981	Chris Hampshire
1982	Chris Lewis
1983	Chris Lewis
1984	Mike Fry
1985	Mike Fry
1986	Russell Grady
1987	Russell Grady
1988	Russell Grady
1989	Myk Cable
1990	Owen Hall
1991	Myk Cable
1992	Myk Cable
1993	Ian Gunn
1994	Chris Lewis*
1995	Chris Lewis
1996	Stewart Drake
1997	Bill Sollis*
1998	Ian Curley*
1999	Ian Curley*
2000	Peter Baldwin*
2001	Peter Baldwin
2002	Chris Lewis
2003	Peter Baldwin
2004	Peter Baldwin
2005	Peter Baldwin
2006	Bill Sollis
2007	Andrew Hack
2008	Andrew Hack
2009	Andrew Hack
2010	Paul Thompson
2011	Endaf Owens
2012	Peter Baldwin
2013	Peter Baldwin
2014	Rupert Deeth
2015	Kane Astin
2016	Shayne Deegan
2017	Rupert Deeth
2018	Aaron Smith

MINI-7 S-CLASS

2006	Tristen Knight
2007	Nathan Burge
2008	Nathan Burge
2009	Julian Affleck
2010	Julian Affleck
2011	Julian Affleck
2012	Julian Proctor
2013	Julian Proctor
2014	Shaun Tarlton
2015	Ian Deviny
2016	Josh Collins
2017	Shaun Tarlton
2018	Scott Kendall

MIGLIA S-CLASS

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

MINI LIBRE Invitational

2017	Peter Crewes
2018	Phil Harvey

NATIONAL 1275 GT

1976	Roger Saunders
1977	Steve Soper
1978	Jeremy Hampshire
1979	Steve Soper
1980	Steve Harris

GRAHAM HILL MEMORIAL TROPHY - SE7EN / MIGLIA

1977	Steve Hall / Peter Hill
1978	Roy Finlay / Ken Brown
1979	Tim Lester/ Tony Edmonds
1980	Gordon Levett / John Simpson
1981	Steve Mole / Stewart Fowler
2018	Thorburn Astin (U-17)

CADWELL PARK SERIES

1978	Chris Tyrrell (overall)
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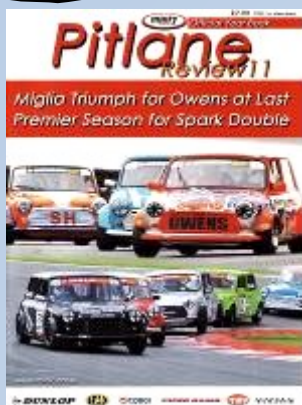
CASTLE COMBE SERIES

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

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

Archive
Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

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

SOUTHERN/WINTER - MIGLIA

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

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

NOVICE AWARD - SE7EN

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

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

NOVICE AWARD - MIGLIA

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



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



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



The range is now available to browse and purchase online.

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

Please take a look in the next few days

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

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



KNOW YOUR RIVALS



Mini Se7en Challenge

2

www.minispares.com

mini7 www.mini7.co.uk

Mini Se7en

#	Driver
0	Leon WIGHTMAN
1	Max HUNTER
2	Spencer WANSTALL
4	Joe THOMPSON
18	Tina COOPER
19	Tom SANDERSON
20	Darren THOMAS
22	Graeme DAVIS
27	Leon Oli WINDOW
28	Dom BURGER
35	Jeff SMITH
37	Gareth HUNT
38	Steven HOPPER
39	Glen WOODBRIDGE n
49	Ross BILLISON
55	Darren EATON
57	Philip GILLIBRAND
60	Malcolm J KEAT
63	Dave ROBINSON
69	Steve TRENCH
71	Simon JONES
76	Jo POLLEY
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




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
18	Elliott STAFFORD
20	Mark SIMS
22	Stuart HORSFALL
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




Mini Se7en S Class

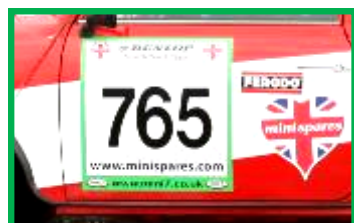
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Mini-7 S-Class

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




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



MY GOAL? THE NEXT CHALLENGE.



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