

Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 8



www.mini7.co.uk

Mini-7 S-Class
Kendall keeps crown

DUNLOP MINI CHALLENGES
supported by **MINI SPARES**



Kings of the Castle

4
National
titles
sealed!

Mini Se7en:
Smith steps forward

Combe reports

- *Se7en: Down to the wire*
- *Miglia: Summerhayes stuns*
- *S-Class: O'Brien in the groove*
- *Libre: Fraser's flourish*

Cadwell Park review

Full results & points
Latest news
Technical updates
Runners & Riders

From the Archives
M7RC Milestones

Mini Libre:
Harvey holds on

Mini Miglia: Aaron in advance



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THE WAITING GAME

It's kind of strange, or maybe unfamiliar territory, how the National Challenge has ended but that the season is still in limbo until the revised Winter Challenge concludes the racing in November at Brands Hatch. Almost as if the long wait between the end of one season and the start of another is actually under way, and yet the cars, or a majority of them, are not yet undergoing a precautionary winter overhaul, even if some all-new machines for 2020 may already be in the pipeline. Having undergone a 16-year gap between the Club's last Winter Challenge in 2003 and this year's re-introduced 5-race series, it would therefore be another huge step forward in the Club's increasing promotability if the entries were to approach anywhere near the levels of two decades ago. Some members may remember there were even separate races for Miglia and Se7en at a few events, and one meeting that called for a qualifying race to whittle down the entry to a maximum grid for the final! While that scenario is unlikely this time around - it is after all November - a collective gathering of 25+ cars would represent a healthy endorsement of the decision at last year's AGM/ATD to make more of the extra dates on the 2019 calendar beyond that of glorified test sessions at otherwise non-championship runouts. Actually, that is not strictly true as the

Brands Hatch O-Plate offers a mini 3-race shootout for what is now recognised as a novel, and indeed unique in current car racing circles, opportunity for one or more drivers to carry the distinctive #0 on their car the following season, an honour the M7RC has been allowed to continue with by the MsUK under historic precedence. Selling motor racing to the general public is hard enough most weekends, even in the height of summer with so many other attractions available to the modern-day family looking for a good day out, so any marketing tool to help sell a product should be used to its fullest effect. Ergo, the O-Plate gives drivers something a little bit extra to aim for; likewise, creating a points-scoring Winter Challenge also adds to the commentators' flow of spectator interest. Are we though in danger of overconfidence after what has been a successful season with the likes of BTCC and DTM support races? There is always that possibility of course, but if 23 cars can enter for a chilly Silverstone in March, then arguably the M7RC's spiritual home is THE place to be on 9-10 November. And it's a long wait until the awards evening in January!

RW



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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)
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 !



Photo: M7RC Archive (M Barrington)

NEWS NEWS NEWS NEWS

FIRST 2019 TITLES CONFIRMED...



TECHNICAL ELIGIBILITY CHECKS GIVE GREEN LIGHT TO FINAL NATIONAL CHALLENGE POINTS

...POST-CASTLE COMBE TECHNICAL INSPECTIONS FIND SIX TOP ENGINES LEGAL

Following thorough inspections carried out by a team of fully qualified and A-Series knowledgeable, MsUK-approved, Technical Eligibility officials, the provisional points tables in the 2019 Dunlop National Mini Challenges supported by Mini Spares have now been finalised (see pages 8 & 23). After being sealed by Challenge Scrutineer, Steve Wood, half-a-dozen leading championship engines were then checked in the weeks following the final National Challenge rounds at Castle Combe on 14 September, and all six - #1, #23, #35, #4, #708 and #787 - were passed as 'conforming to the 2019 M7RC Regulations'.

In Mini Miglia Aaron Smith (#1) is now confirmed as Champion of the 1293cc-spec category, making his a successful back-to-back title defence of his 2018 crown, and with a race meeting to spare, but in an all-new 'dusky pink' car for 2019 from the Triple-A Racing team.



Twice former champion Rupert Deeth (#23) is also confirmed as runner-up in his familiar silver/orange Mini Spares-backed car.

The 998cc Mini Se7en division was a much closer affair at the Combe finale, Jeff Smith (#35) provisionally taking the overall plaudits ahead of Joe Thompson (#4) when the latter unfortunately incurred a jump-start penalty. Having been seriously injured in a BTCC crash at Croft less than three years ago, Smith has been making a return to racing via somewhat smaller and less powerful, but no less competitive, Minis! While 2018 saw a couple of winning 1.3i appearances, further outings in Historics and then a full Mini Se7en campaign for this season in an all-white Ball Trucking/Sitra-logod car proved he still had the pace, with five victories including four in the Nationals and one at the Silverstone Winter warm-up. He currently sits top in the Se7ens' Winter table with 3 rounds remaining. For 2017 Novice Se7en stand-out, Joe Thompson, it was so-near-yet-so-far, but he can look back on only his third season in the formula with great pride and must go into 2020 as a firm favourite. He too leads in the Winter standings, but in the 'Tommo' team's similar white/red top Miglia.

Scott Kendall's (#708) early season domination in the 1275cc budget-tuning S-Class helped him to back-to-back titles in

one of a two-car, blue/pink Icon Autos squad. Team-mate Connor O'Brien (#787) got closer on pace as the season progressed, scoring class wins too to seal the runner-up position overall, in the feeder category that in 2019 became a stand-alone Challenge from Se7ens.

Phil Harvey (#113) is 2019 Champion in the Mini Libre invitational class, making it five titles in Motley Mini after his 2018 success and, in the forerunner of Invitation/Libre, a trio of Miglia S-Class awards over a decade ago •



Aaron Smith is 2019 Miglia Champion (top + inset); Jeff Smith won overall in Se7ens (left); Scott Kendall retained S-Class crown (above middle); likewise Phil Harvey in Libre invitation, here observing a rival off-track at Combe from inside Motley Mini (above)

Photos: B Fox + K Robinson + M Jackson + P Harvey (in-car)

...TO BE DECIDED

While the four National Mini Challenge titles may have been confirmed after the final engine checks in the weeks after Castle Combe, there is still the matter of one or two other awards to be settled before season's end. Firstly, the re-introduced Winter Challenge (after a hiatus of 16 years!) has only run two of the scheduled five rounds so far, back at Silverstone in March. Thus, the forthcoming 0-Plate meeting at Brands on 9-10 November offers drivers in all four categories three remaining chances to boost their Winter Challenge scores, the best 4-from-5 counting overall. Separately, the 0-Plate Trophy itself is rated on a best 2-of-3 scores, the top Miglia and Se7en driver each then having the opportunity to carry the distinctive #0 on their cars in 2020, so race winners that weekend will not necessarily become the Winter Champions - all to play for! In addition, traditionally all races run at Brands Hatch also count towards the long-established Sevenoaks Cups, originally awarded by the 7 Oaks & District Motor Club who used to run many race meetings at the Kent venue. These are highly regarded 'tankards', one to each of the highest points-scoring Miglia and Se7en driver - so with four races already run there this season, the Brands triple-header gives drivers a total of seven chances to tally an award-winning amount. Furthermore, the Novices awards - eligibility criteria under SR.1.7.3 in the current M7RC Regs - are still up for grabs until the 0-Plate meeting is done and dusted, although it is a mathematical improbability that Glen Woodbridge's current score can be overhauled in Se7ens, likewise Ben Cutler's in S-Class, as the scores from all Challenge rounds count; perhaps some form of 'best-of' dropped-score system should be re-introduced in future? We are still awaiting any Miglia Novice takes in 2019... In the meantime, what are you all waiting for? Be sure to get those entries in for Brands Hatch, via www.barc.net, on the 9-10 November and help make the M7RC's closing 'Winter Warmer' a meet to remember! •

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

The annual Awards Evening tickets are £59 each, and available from Mark Sims mss@clearsons.co.uk or call him on 07785 114238. Overnight accommodation is offered at a special discount of £99 (includes breakfast) if you reserve early with a credit card. Book your group rate for Mini 7 Racing by clicking on the link <https://marriott.com/events/start.mi?id=1567158049133&key=qrp>, or alternatively call the Central Reservations team on 0800 221222 and quote the code: **iSi** & **mini 7**. Car parking is complimentary while cancellations can be made up until 18 December 2019 without a fee •

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

COMBE ON FEEL THE NOISE



For those that have never been, the Castle Combe Action Day is a great event that's been running for over 20 years, with a varied mix of traders, auto jumbles and burgers morphed with a Mini-only trackday. Where else could you buy a dog 'box, a Cooper S-shaped plant-pot holder, and then blast the Mini round the circuit with it all rattling about in the boot? It's also a great day to attract people into the M7RC as most already have an interest in making their car go faster and to prove it on track, so a

few of us braved the wet and windy weather to put on a stand. Our charm offensive was led by Libre racer Peter Hills, perfect for the job as we all know he likes a good chat, but we also had Ben and Rob Cutler there with their Mini-7 S-Class, alongside Gordon Pocock's immaculate 'spaceship' Miglia, Dan Lewis' 8-port Libre and my own 5-port Libre. Ben and Dan even managed to get out on track to have a blast and show how fast our cars really are; definitely two to watch next year •

Words & photo: I Fraser



THE BOY DONE CAD-WELL

Driving a lightly modified 1.3i Rover Mini Cooper all the way 'up' from his home base of Essex in the 'Sar', Callum Tucker was the latest winner of Challenge Sponsor Mini Spares' customer raffle, and the coveted prize of being the Challenge pace car driver for the day at Cadwell Park. With a qualified circuit official alongside, "the boy done good"

in the Lincolnshire neck of the woods... as they might say in his neck of the woods, leading all four Mini grids around the scenic 2.2-mile circuit without any undue drama. A recap of one of Callum's parade laps can be viewed at: <https://youtu.be/WG40GmSk9q> Sadly there was no Mini pace car available for Combe...

Photo: R Eckert

IN BRIEF

M7RC MAKES MASTERCHEF

S-Class racer Mark Chappell was the culinary 'expert' on a recent edition of *Celebrity Masterchef*. As a production line manager at Ford Dagenham, Mark got to represent the hungry workforce who were treated to the contestants' skills in cooking up a mean curry and even meaner chilli. "Very tasty" was the Mini racer's favourable comment •



Image: Newspress

BESPOKE MINI COMES AT A PRICE

Mini Remastered Oseli Edition from David Brown Automotive offers a bespoke 1420cc Stage-3 A-Series unit, 5-speed 'box, performance parts and the option of bucket seats and rear rollcage. Production is limited to 60 cars at a price from only... £98k (cue sound of jaws hitting floor!) • www.davidbrownautomotive.com



Image: Newspress

MOST ORIGINAL MINI?

With only 272 miles on the clock, a 1968 Mk1 Super De Luxe Morris Minor Mini even had the plastic seat covers fitted and intact from first delivery. According to classic sellers, Woodham Mortimer, the original owner never passed her test so it was garaged for over 50 years. No surprise it sold within days of being offered last month •

WHEELER DEALER MINI REBUILD

Former Miglia racer Andy Harrison's West Yorkshire-based Acespeed outfit is assisting with the rebuild of 'Frankie', a 1964 Cooper S belonging to TV wheeler-dealer, Mike Brewer. A new bodysheet is being donated by BMH, while Mini Magazine is covering the restoration which should be fully completed over the next 12 months •

NEWS NEWS NEWS NEWS



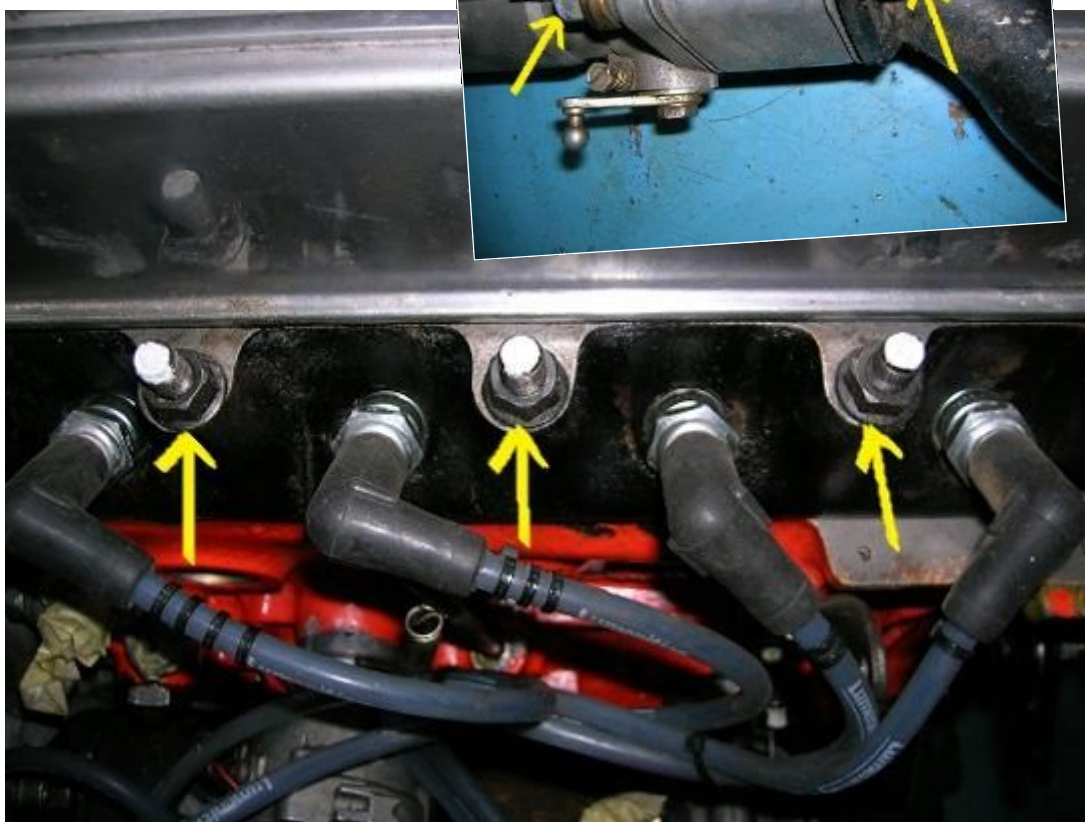
UPDATE FROM THE M7RC TECHNICAL ELIGIBILITY TEAM

CASTLE COMBE - 14 September 2019

SCRUTINEERING REPORT

Another busy one-day event. What did I get up to?
Not too much that you could see, but very busy in the paddock.
After Qualifying and races I checked weight & ride height in *parc fermé*.
In the paddock I was busy fitting engine/gearbox seals plus filling in the mountain of paperwork that goes with it.
Six engines & gearboxes to be checked within the next 30 days (from 14 September).
I managed to do one over the weekend, the rest opted for the units to be returned to the relevant engine builders to be checked under observation and measured by myself or an appointed Motorsport UK official.
Let's hope all is as it should be so provisional results can be finalised (see sidebar).
I hope you all have a good winter break and return for next year. I am still busy most weeks, my last event is the end of October.
I am not about for your AGM/ATD, enjoy it and maybe I will see you again next year.

Steve Wood
Motorsport UK &
M7RC Technical Eligibility Scrutineer



Post-Castle Combe Technical Inspections

ELIGIBILITY OVERVIEW

MINI MIGLIA

Car #1 Aaron Smith
Checked by Rod Bennett - **Pass** ✓
Confirmed Champion

Car #23 Rupert Deeth
Checked by Steve Wood - **Pass** ✓
Confirmed Runner-up

MINI SE7EN

Car #35 Jeff Smith
Checked by Rod Bennett - **Pass** ✓
Confirmed Champion

Car #4 Joe Thompson
Checked by Steve Prior - **Pass** ✓
Confirmed Runner-up

MINI-7 S-CLASS

Car #708 Scott Kendall
Checked by Duncan Porch - **Pass** ✓
Confirmed Champion

Car #787 Connor O'Brien
Checked by Duncan Porch - **Pass** ✓
Confirmed Runner-up

Checks carried out by MsUK qualified and approved Technical Eligibility Officials

Steve Wood
M7RC & Motorsport UK
Technical Eligibility Scrutineer

Another reminder to competitors that is mandatory in the M7RC Regulations to "...have fitted a specified number of pre-drilled bolts or studs for the affixing of MsUK-approved seals at any time during the season..."
Please refer to current TR.3.2.1, TR.5.4.3 and SR.6.6, the latter showing examples for: head studs (left), rocker cover, bell-housing/cover, timing chain cover (incl. belt kits), carb' (above left), diff housing, gearbox end-casing/speedo' drive...

Pimages: M7RC Archive

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

NEWS NEWS NEWS NEWS

Mini Miglia Challenge



GET ON THE GRID... AT HOME

At first glance, your eyes may deceive you into thinking that Gareth Hunt has converted his Mini Se7en into a 1293 racer, but the latest 'Mini Miglia Challenge' (spot the glaring spelling error!) is actually the updated-for-2019 GRID virtual sim/arcade game from Codemasters. As the blurb says: "Feel the atmosphere and excitement of authentic motorsport stories whilst mastering every discipline in your journey to being crowned the GRID World Champion. Ranging from the iconic Mini Miglia in the teeming rain of Silver-

stone, to Fernando Alonso's F1 Racing and the iconic Renault R26 on the tight streets of Barcelona; you'll forge fierce rivalries across a huge variety of circuits and tracks in your quest for glory. No game captures the essence of motorsport drama more than GRID." A quick view of the promotional advert is actually quite impressive, mind you if the vision in the wet from in-car was this clear in real life the likes of Rain-X would never exist! GRID will be available for general release from 11 October on Microsoft Windows, PlayStation 4, Xbox One, Google Stadia. Not quite the real thing though... •

Image: courtesy Codemasters



SHOW US YOURS

Between Cadwell Park and Castle Combe race meetings, the Icon Autos/Ball Trucking team managed to find a free weekend to display their Mini racers at the Atherstone Motor Show in north Warwickshire on 8 September. Both Mini-7 S-Class cars of Scott Kendall and Connor O'Brien drew loads of interest, while Se7en racer Jeff Smith's FIA Historic-spec Cooper made up the trio of race machines on show. If anyone else may be attending car shows with their racers in the near future, then please get in touch with details •

Photo: courtesy Icon Autos

MINIS SHINE AT SPA HISTORICS



At the Spa Summer Classic meeting in late September, the historic Minis once again entertained the crowds, with a strong representation from M7RC-associated drivers. In the Masters Historic Pre-66 Touring Car race, Jeff Smith/Scott Kendall came third in class ahead of Ian Curley/Bill Sollis, with the likes of Dan Wheeler, Jonnie Kent, Jonathan

Lewis and Endaf Owens also among the 21-strong Cooper S entry. The latter also starred alongside engine builder Nick Swift and SU Carb company owner Mark Burnett in the latter's Austin Mini Countryman estate (above), which the trio took to a giant-killing 23rd overall in the main 6-hour event up against Ford GT40s and Mustangs •

Image: courtesy Owens Fabrication

PITLANE MAG 2019

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



MINI 7 MEMORIES

Ten more issues of the M7RC Archive have been released, now making 30 years worth of the Club's history in print. Chapter 5 'The Last Years of 850' covers 1986 to 1990, and the swansong of the original 850cc Mini Se7en engine, while Chapter 6 'The Green Revolution', from 1991 to 1995, records a new 1000cc Se7en unit, and a move to 1300cc for Mini Miglia, plus the adoption of unleaded fuel and growing ties with RoverSport and Unipart. Archive copies, including 1966 through to 1985, are available from Mike Jackson on the Club stand or via the www.m7rc.co.uk 'shop' section •



RACE REPORT: National Rd 14

Castle Combe...
14 September 2019...

Photos: M Barrington



Summer' breeze Fraser's fanfare

AT HIS LOCAL CIRCUIT IT FINALLY CAME GOOD FOR MIGLIA RACER SAM SUMMERHAYES WITH A FIRST VICTORY IN THE FORMULA AFTER SEVERAL TIMES COMING CLOSE

The opening Miglia/Libre race may have been missing an entry from mathematically provisional Miglia champion, Aaron Smith, but that didn't detract from a pulsating contest to open the afternoon's action in very warm, ice cream weather. A thoroughly entertaining 16 laps eventually ended with 'local hero' Sam Summerhayes finally breaking his duck in the formula with a hard-earned first victory, swapping the lead with Kane Astin before securing the spot as Rupert Deeth also found a way past

Astin into second. Once Colin Peacock had got past James Cuthbertson he sat on the leading trio's tail without ever looking like passing any of them, Cuthbertson dropping away slightly in fifth by the flag. Then came a fantastic duel for the final top-6 position, Martin Wager and Jason Porter having a right old ding-dong, and despite a brief trading of wheelspats at one point (which also required a mandatory visit to the medical centre afterwards - odd, but true!), both earned an extra round of applause from the

spectator banks. Behind the Miglia frontrunners, the Libre title was still up for grabs but early leader Rob Davis stopped with a loss of drive, handing the advantage to Phil Harvey although it was another 'local hero' Ian Fraser who pulled off a fantastic do-or-die last corner move to snatch the class win on his 2019 debut, with Peter Crewes (despite a worsening clutch in his 7-porter) equally close in third behind Harvey who thus mathematically retained his 2018 crown. Paul Simmonds had a grandstand view of the Libre finish, having circulated among them throughout, this quartet losing the company of Gary Warburton with an engine issue. Peter Harries was the final finisher, a lap down, while having qualified out of session (along with Warburton) due to an oil leak, Peter Arnold gradually lost gears and came in when he was literally down to one selectable cog •

In what seemed even hotter conditions, Joe Thompson served notice of his Se7en title aspirations with pole position and then a brilliantly mature, tactical drive to take the opening 998cc encounter.

Having seen Max Hunter take an early lead, then title rival Jeff Smith briefly go in front, Thompson worked his way past both before narrowly holding off Smith to the flag, who in turn had been all over a determined Hunter before the latter dropped out with a sudden loss in power. This then left the entertaining duo of Andrew Deviny and Dom Burger to dice for the final podium

RESULT:

Rd 14	Miglia / Libre	16 Laps
1	85 Sam Summerhayes	20:48.811
2	23 Rupert Deeth	
3	11 Kane Astin	
4	83 Colin Peacock	
5	37 James Cuthbertson	
6	49 Martin Wager	
7	92 Jason Porter	
8	127 Ian Fraser L	21:38.541
9	113 Phil Harvey L	
10	42 Paul Simmonds	
11	177 Peter Crewes L	
12	27 Peter Harries	15 laps
dnf	149 Gary Warburton L	7 laps
dnf	26 Peter Arnold	5
dnf	500 Rob Davis L	1
FL M	R Deeth	1:17.142 - 86.33 mph
FL L	P Crewes	1:19.204 - 84.08 mph
Pole M	K Astin	
Pole L	R Davis	
1.85-mile circuit		



...RACE REPORT: ...National Rd 14

Castle Combe
14 September 2019



Photos: M Barrington

Way to go Joe Connor collects

THE MINI SE7EN TITLE RACE WAS ALL TO PLAY FOR AHEAD OF THE OPENING RACE IN WILTSHIRE AND JOE THOMPSON MADE SURE IT CONTINUED TO THE FINALE WITH A WELL-JUDGED VICTORY

spot, the order only decided when the latter lost ground with a grassy off at Quarry. Further back there were cars on varying lines - some not even on the grey stuff! - and through all the mayhem emerged Spencer Wanstall in fifth, having overcome an off in qualifying which required more bodywork 'surgery' from the Rightline crew; light-heartedly renamed 'wrongline' by some paddock jokers! The next

group of Se7ens were joined by the leading S-Class pair, with Lee Roberts sandwiched between them in seventh overall, then Jo Polley keeping her recently repaired Cadwell-damaged car from further harm in ninth, edging out Leon Oil Window whose boot showed clear signs of a thump after several brake-locking moments, and then Graeme Davis taking ninth in class. After the big blow up at Cadwell, Glen Wood-

bridge was still running the borrowed Steven Hopper unit in his car, and he got the nod for 12th overall from Darren Eaton's similar pale blue machine, the latter back out for the first time since the Brands Festival in July. On his local but ironically least preferred circuit, Julian Proctor was 17th behind a trio of S-Class, with Philip Gillibrand the final Se7en in 19th overall and simply happy to be back out on a more regular basis. Along with Hunter on the DNF list were Ross Billison (engine) and Darren Thomas who split the rad after a nose-to-tail clash into Quarry, plus the 'green twin' of novice Jordan Sims (converted Mig of step-dad Mark) which had engine issues and, after an off in testing, another into the crops in qualifying - a busy debut! Meanwhile, in the mildly-tuned S-Class, Connor O'Brien swapped the lead with confirmed champion Scott Kendall, the near-identical cars progressing up to the top-6 overall, with Under-17 contender Ben Cutler scoring an impressive first podium finish in his rapidly repaired car after its Cadwell prang. Ben Butler and Damien Harrington were right with him at the end, leaving Stuart Gilby

and Mark Chappell to complete the runners after Thorburn Astin dropped out •

RW

RESULT:

Rd 14	Se7en / S-Class	14 Laps
1	4 Joe Thompson	19:53.019
2	35 Jeff Smith	
3	77 Andrew Deviny	
4	28 Dom Burger	
5	2 Spencer Wanstall	
6	787 Connor O'Brien S	20:28.187
7	94 Lee Roberts	
8	708 Scott Kendall S	
9	76 Jo Polley	
10	27 Leon Oli Window	
11	22 Graeme Davis	
12	39 Glen Woodbridge	
13	55 Darren Eaton	
14	720 Ben Cutler S	
15	742 Ben Butler S	
16	711 Damien Harrington S	
17	95 Julian Proctor	
18	795 Stuart Gilby S	
19	57 Philip Gillibrand	
20	796 Mark Chappell S	13 laps
dnf	736 Thorburn Astin S	9 laps
dnf	21 Jordan Sims	9
dnf	46 Max Hunter	8
dnf	49 Ross Billison	7
dnf	20 Darren Thomas	3
FL 7	J Smith	1:23.701 - 79.56 mph (record)
FL S	C O'Brien	1:25.550 - 77.84 mph
Pole 7	J Thompson	
Pole S	C O'Brien	
1.85-mile circuit		



RACE REPORT: National Rd 15

Castle Combe...
14 September 2019...



Sam's the man Deserving Davis

HAVING BROKEN HIS MINI MIGLIA DUCK SAM SUMMERHAYES THEN REPEATED THE FEAT IN THE SECOND RACE WITH A MASTERFUL DRIVE FROM THE FRONT

The barmy weather continued for the second Miglia/Libre encounter, and it was clearly Summerhayes' day, as he rapidly moved into an early lead from a second row start and proceeded to fend off all that his rivals could throw at him, including a safety car intervention for some loose tyres after Peacock had scattered them at the Esses chicane. Cuthbertson became an unfortunate retirement from the resulting collision with one of them that bounced into his path, 'mashing' his front end, plus a sub-

sequent puncture after being spun. Having briefly led, polesitter Deeth also had a slow deflation and gradually went backwards with a lop-sided car, leaving Astin to hound the double-winner. With a crumpled front wing after his tyre stack-interface, Peacock seemed unfazed and recovered well to third ahead of a tigering performance from Wager who thus claimed a healthy collection of points for the 'semi-historic' TCR machine. Unlike the earlier race, Porter was unable to maintain the same pace and dropped away in

fifth, with Simmonds battling back up the order to pass an ailing Deeth out of the last corner, having only just made it out for a pitlane start by the skin of his teeth after a last-minute CV joint/hub switch. In the Libre class, Davis was back out to at least finish his campaign in style despite the title being out of reach, battling with champion-elect Harvey before the latter's oil temperature went off the scale, leaving Fraser (listed as 'Ina Fraser' on the sheets) more than happy to collect second in class to add to his earlier victory, and joined towards the end by Harries' Miglia to complete the runners all on the same lap. Arnold, Warburton and Crewes were all non-starters, the latter with a wedding reception to get back to in Devon! •

With tension ratcheted up to maximum for the Se7en finale, both title contenders lined up on the front row. Sadly for Thompson, however, his challenge was virtually over before the red lights went out, a noticeably 'quick' getaway resulting in a 10-second jump start penalty board soon being displayed from

the startline tower. Thompson did though immediately check his speed to indicate to the officials he hadn't meant to transgress, but some on-lookers suggested he might have been better off simply haring away from the pack at lightning speed anyway to try and open up a bigger gap. However, that was elementary as it was Burger who then took up the reins out in front before Thomp-

RESULT:

Rd 15	Miglia / Libre	15 Laps
1	85 Sam Summerhayes	20:28.762
2	11 Kane Astin	
3	83 Colin Peacock	
4	49 Martin Wager	
5	92 Jason Porter	
6	500 Rob Davis	21:01.251
7	42 Paul Simmonds	
8	23 Rupert Deeth	
9	127 Ian Fraser	
10	27 Peter Harries	
dnf	113 Phil Harvey	9 laps
dnf	37 James Cuthbertson	4
ns	26 Peter Arnold	
ns	177 Peter Crewes	
ns	149 Gary Warburton	
FL M	C Peacock	1:17.156 - 86.31 mph
FL L	P Harvey	1:18.790 - 84.52 mph (record)
Pole M	R Deeth	
Pole L	P Crewes	
		1.85-mile circuit



...RACE REPORT: ...National Rd 15

DESPITE BEING 1ST ON-THE-ROAD WHEN THE REDS FLEW, AN UNFORTUNATE JUMP START SAW JOE THOMPSON DOCKED 10S, WHICH HANDED JEFF SMITH THE 7 TITLE

Castle Combe
14 September 2019



Jump-start jury Connor's honour

son and Smith finally found a way past, the latter no doubt sensing the title was his as long as the gap didn't stretch beyond 10 secs! That scenario never materialised, however, after Burger got out of shape into Quarry on the lap 11 and found the tyres with some velocity, fortunately the well-padded section, and the resulting red flag saw the result rewound to just short of 13 minutes, or 9 laps. Smith therefore became the provisional champion after Thompson's penalty was applied and relegated him down the order

from what was the lead on-track to fifth place. This shuffled the order for the rest, Wanstall promoted up into second, just over 6s behind Smith, with Deviny and Hunter a few lengths in arrears. Polley's National campaign ended on a positive, and despite being shown the track limits warning flag brought her pink car home in one piece for what would become sixth, relegating Roberts back one position after they battled with the lead S-Class cars. Billison, who lost his dragging bumper before having to pit for a black-orange

flag, and Window were also in this bunch, both grinning like proverbial Cheshire Cats afterwards at their battle royale, while Woodbridge and Eaton were again tied together for the top-10 honours. Proctor and Gillibrand both repeated their earlier finishes down among the S-Class pack, which left Sims, Thomas and Davis as the three other Se7ens that failed to last the distance due to varying mechanical woes. As in the earlier race, O'Brien and Kendall again made it a 1-2 in S-Class, and thus a clean sweep of wins for the two Icon cars, the defending champion even firing in a new lap record to underline the domination. Butler had a competitive run into third spot and fourth overall in the standings, while Harrington was again fourth, just pleased to be out after his Cadwell shunt. Similarly Cutler's fifth on this occasion was still a good return on the mammoth effort to rebuild the car following its Cadwell damage, and rounding out the class finishers, Gilby and Chappell made it another double-finish for the Essex-based pairing. Just the one entry was missing before the off, Astin's car already on the

trailer after its first-race DNF •

RW

RESULT:

Rd 15	Se7en / S-Class	9 Laps*
1	35 Jeff Smith	12:50.959
2	2 Spencer Wanstall	
3	77 Andrew Deviny	
4	46 Max Hunter	
5	4 Joe Thompson* (*inc 10s pen)	
6	76 Jo Polley	
7	94 Lee Roberts	
8	787 Connor O'Brien S	13:08.006
9	708 Scott Kendall S	
10	49 Ross Billison	
11	27 Leon Oli Window	
12	39 Glen Woodbridge	
13	55 Darren Eaton	
14	742 Ben Butler S	
15	711 Damien Harrington S	
16	720 Ben Cutler S	
17	95 Julian Proctor	
18	795 Stuart Gilby S	
19	57 Philip Gillibrand	
20	796 Mark Chappell S	
dnf	28 Dom Burger	9 laps
dnf	21 Jordan Sims	7
dnf	20 Darren Thomas	6
dnf	22 Graeme Davis	6
ns	736 Thorburn Astin S	
FL 7	J Thompson	1:24.246 - 79.05 mph
FL S	S Kendall	1:25.008 - 78.34 mph (record)
Pole 7	J Smith	
Pole S	C O'Brien	

*red-flagged - result declared @ 9 laps

1.85-mile circuit



Photos: M Barrington

GALLERY: Castle Combe...



Photos: M Barrington + S Colbran + P Harvey (in-car)

GALLERY:

Castle Combe

Photos: M. Barrington



RACE REPORT: National Rd 12

Cadwell Park...
31 August 2019...

THE SE7ENS/S-CLASS OPENED THE MINI ACTION JUST BEFORE LUNCH, BUT A RED-FLAG FOR DROPPED OIL AND A CAR IN THE TYRES AT HALL BENDS CAUSED THE RACE TO BE RESTARTED OVER A SHORTENED 4-LAP DASH



Photos: P Waller + M Jackson

It's Smith in 7s... O'Brien ok!

Just as the race was shaping up for a titanic second half, the first indication of trouble was when Glen Woodbridge's engine grenaded itself in a huge cloud of oil smoke heading into Hall Bends... not the most convenient location for this to happen around the 2.2 miles, especially with the limited marshalling and flags on the day. Very soon we had cars getting out of shape and spinning as they turned into and through the series of dipping and

rising curves, culminating in Mark Chappell's S-Class and Steven Hopper's Se7en clouting the armco, the latter hard enough to wind him severely and leave the track dangerously blocked. The decision from race control was then to restart the race anew over 4 laps, although there was some confusion over the grid line-up. Either way, we were missing Woodbridge, Hopper, Chappell and also Ben Cutler's S-Class which had nosed the tyres over at

The Gooseneck. On the restart, points leader Joe Thompson resumed in the lead he had before the stoppage, but Jeff Smith soon squeezed past heading out into the country, and was able to hold on in front, with Dom Burger in their mirrors to keep up the trio's title race. Leon Oli Window secured his best result in the Nationals with fourth ahead of Andrew Deviny, Lee Roberts and Ross Billison, while having had an off in testing, Jo Polley came home between the leading S-Class runners. Graeme Davis was classified a lap down having had a brief diversion across the grass at Mansfield, while Julian Proctor stopped with a snapped rocker. In S-Class, which adopted a widely acclaimed 10s delayed start behind the Se7ens, Connor O'Brien followed up his debut class victory from the Brands DTM meet to eventually get the better of Scott Kendall's similar car, with Thorburn Astin completing the class podium from Damien Harrington and Ben Butler. Unfortunately for the last unlapped runners, Stuart Gilby and James Bryan, post-race checks found non-charging alternators and therefore exclusion.

Incidentally, Simon Jones had arrived at the circuit but never signed-on or made it out on track all day •

RESULT:

Rd 12	Se7en / S-Class	4 Laps*
1	35 Jeff Smith	7:30.506
2	4 Joe Thompson	
3	28 Dom Burger	
4	27 Leon Oli Window	
5	77 Andrew Deviny	
6	94 Lee Roberts	
7	49 Ross Billison	
8	787 Connor O'Brien S	7:49.566
9	76 Jo Polley	
10	708 Scott Kendall S	
11	736 Thorburn Astin S	
12	711 Damien Harrington S	
13	742 Ben Butler S	
14	22 Graeme Davis	3 laps
dnf	95 Julian Proctor	2 laps
dq	795 Stuart Gilby S	4 laps
dq	733 James Bryan S	4
did not take restart:		
dnf	38 Steven Hopper	0 laps
dnf	39 Glen Woodbridge	0
dnf	796 Mark Chappell S	0
dnf	720 Ben Cutler S	0
wd	71 Simon Jones	
wd	88 Kieren McDonald	
FL 7	J Thompson	1:49.678 - 71.78 mph
FL S	C O'Brien	1:51.413 - 70.66 mph
Pole 7	J Thompson	
Pole S	C O'Brien	

* red-flagged >2 laps - restarted over 4 laps
2.1869-mile circuit



...RACE REPORT: ...National Rd 12

VICTORY IN THE OPENING 'BIG POWER' RACE MOVED AARON SMITH ONE STEP CLOSER TO BACK-TO-BACK MIGLIA TITLES

Cadwell Park

31 August 2019



...& Smith in Migs too!

Harvey levels

Photos: P Waller

By the time of the first Miglia/Libre event, the race distances had been reduced to 15 from the scheduled 20 minutes due to what was, arguably, an over-optimistic timetable that soon got behind schedule with one or two delays and stoppages. Despite darkening skies and a few spots of rain, the battle up front was immense around the undulating circuit, and it was series leader Aaron Smith who was able to put one hand on re-

claiming his 2018 title with a small 2.189s gap at the chequered flag over Kane Astin in second as Rupert Deeth's challenge suffered with a sick engine on the last lap, barely crossing the line as James Cuthbertson closed in fourth, the latter's best National finish to date. Colin Peacock had looked most likely to take the position but a loss of drive on the seventh lap saw him pit-bound. The next pairing along had a great duel over what would be fifth, and

having lost the company of Wayne Grayer on lap 6 with suspected run big-end bearings, Darren Moon then honed-in on Jason Porter, trying every which way to find an opportunity to get past but without quite making a move stick. Rick Jessop had also been on their pace early on but dropped back and settled into a safe seventh place near the end, while Paul Simmonds spent most of the race in company with the leading Libres to finish ninth overall, reckoning a lack of power prevented him from getting past and aiming to catch the next Miglias up the road, although he did make up the most places on his grid position. At least he finished, as Niven Burge and Tony Le May both failed to last the distance, the former pitting on lap 4 with a mechanical issue, the latter finding the tyres on lap 2 and inflicting a fair amount of front panel damage, while arguably a pre-race favourite, Nick Padmore, couldn't fire-up on the parade lap and, after starting from the back, 'popped and banded' around to the pitlane before calling it quits. Just three Libres were present in Lincolnshire, all 5-porters, and after a typically com-

petitive battle between the leading lights, the title points race was effectively levelled when Rob Davis dropped out with a low oil pressure reading, which turned out to be a faulty gauge, leaving Phil Harvey to collect the 10 points ahead of Gary Warburton in second in his newer red machine, Harvey also lowering the Libre lap record •

RW

RESULT:

Rd 12	Miglia / Libre	9 Laps
1	1 Aaron Smith	15:18.870
2	11 Kane Astin	
3	23 Rupert Deeth	
4	37 James Cuthbertson	
5	92 Jason Porter	
6	44 Darren Moon	
7	17 Rick Jessop	
8	113 Phil Harvey L	16:05.129
9	42 Paul Simmonds	
10	149 Gary Warburton L	
dnf 83	Colin Peacock	6 laps
dnf 12	Wayne Grayer	5
dnf 500	Rob Davis L	4
dnf 53	Niven Burge	3
dnf 69	Tony Le May	1
dnf 56	Nick Padmore	0
FL M	A Smith	1:40.668 - 78.20 mph
FL L	P Harvey	1:45.054 - 74.94 mph (record)
Pole M	A Smith	
Pole L	P Harvey	
2.1869-mile circuit		



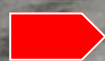
RACE REPORT: National Rd 13

JOE THOMPSON REVERSED THE EARLIER RESULT WITH VICTORY IN THE SECOND MINI SE7EN RACE AHEAD OF JEFF SMITH

Cadwell Park... 31 August 2019...



Photos: P Waller + M Jackson



Thompson's turn



Kendall at a pinch

Impending rain created further operational delays when half the Se7en/S-Class field had to return to the paddock to fit wet tyres for their afternoon run, but once underway the lead battle looked set for a grandstand finish between the same three title challengers before another red flag halted proceedings after half-a-dozen tours, the result then counted back to 4 laps... Thompson was ahead on this occasion with Smith keeping Burger at bay for

second, the latter however now mathematically doubtful for the title. Over 12s in arrears of the lead trio, Deviny took fourth from Window to reverse the earlier finish, while the remaining trio of Se7ens were engrossed in a fine scrap in company with the leading S-Class pairing. Of the rest, Billison had stopped on the opening lap, and Woodbridge came into the pits with falling oil pressure from a leaking pipe on the engine taken out of

Hopper's damaged car, the latter watching from the sidelines after a checkover at the medical centre following his earlier bash. Roberts was also listed as a DNF, as he had been the one who spun in the worsening visibility and was collected by an S-Class to bring out the red flags. Once again, the 10s delay at the start gave the S-Class some useful manoeuvring time before catching the Se7ens, and up front O'Brien thought he had secured a double win, but the countback favoured Kendall who thus secured back-to-back S-Class crowns, albeit provisionally until any technical checks are completed. Not that far behind, Astin took third again as closest challenger Harrington collected a spinning Se7en, leaving Ben Butler to take fourth, then the final two being James Bryan and Stuart Gilby now with reworked power source to their alternators, although the latter appeared to struggle noticeably on the damp surface. As with Hopper's Se7en, Cutler's car was irreparable in time for the second race, while having lined up in the assembly with the morning damage patched up, Chappell's car then dropped down

alarmingly on one side when he went off to change tyres, a sheared turret bolt a probable legacy of the earlier armco impact •

RESULT:

Rd 13	Se7en / S-Class	4 Laps*
1	4 Joe Thompson	8:27.275
2	35 Jeff Smith	
3	28 Dom Burger	
4	77 Andrew Deviny	
5	27 Leon Oli Window	
6	708 Scott Kendall S	8:51.677
7	787 Connor O'Brien S	
8	22 Graeme Davis	
9	76 Jo Polley	
10	95 Julian Proctor	
11	736 Thorburn Astin S	
12	742 Ben Butler S	
13	733 James Bryan S	
14	795 Stuart Gilby S	
dnf 94	Lee Roberts	4 laps
dnf 39	Glen Woodbridge	4
dnf 711	D Harrington S	4
dnf 49	Ross Billison	0
ns 38	Steven Hopper	
ns 796	Mark Chappell S	
ns 720	Ben Cutler S	
wd 71	Simon Jones	
wd 88	Kieren McDonald	
FL 7	D Burger	2:03.236 - 63.88 mph
FL S	S Kendall	2:06.188 - 62.39 mph
Pole 7	J Thompson	
Pole S	C O'Brien	

* red-flagged - result declared @ 4 laps

2.1869-mile circuit



...RACE REPORT: ...National Rd 13

RUPERT DEETH TOOK A CLEAR WIN IN THE SECOND MIGLIA RUN OF THE DAY, BUT SECOND FOR AARON SMITH WAS ENOUGH FOR THE TITLE

Cadwell Park
31 August 2019



Deeth's dash Phil sees his way clear

To compound the over-stretched timetable, and to ensure the many kart races went ahead before curfew, the original 20 minutes, then reduced to 15 minutes, second Miglia/Libre race was cut further to just 10 minutes, transporting many peoples' memories back to the days of £25 race entry fees and a seasonal calendar with maybe 20 to 30 single-header 'sprints' on it! But, to paraphrase the old saying, 'it's not the length

but what you do with it'... and during this time, however, Deeth was able to open out a gap of almost 6s over just six laps, and a fine return on the effort to sort out the engine issue from the morning, leaving Smith and Astin to battle in his wake before the former secured the runner-up spot and, mathematically (provisionally), a second Miglia title too. On a drying track, Peacock's wet tyre choice almost saw him caught on the line by Cuthbertson,

while a sixth for Porter kept him in the top three overall on points, despite Moon and Burge all over him like a rash throughout in another absorbing battle well worth the entry fee. Likewise, Jessop and Simmonds paired off in another fine duel to complete the 1293cc category in ninth and 10th places, as Padmore's frustration continued with another faltering stop-start-stop run to leave him with just 2 points for the day, but he could shrug it off afterwards and file it under 'that's racing'. Grayer and Le May didn't even make it to the afternoon starting grid following their morning retirements, while another unfortunate non-starter would be Davis in the Mini Libre class. After the Right-line crew had traced the oil pressure problem in the earlier race to what seemed a faulty gauge, he then found that an increasingly itchy and inflamed eye perhaps needed looking at by someone on the circuit medical staff, who spotted a piece of swarf lodged and needing further attention, and promptly ordered him to desist from racing forthwith! This then immediately handed Harvey a title race advantage which he

duly took advantage of with a second win of the day ahead of Warburton, although at one point his 'relaxed' pace almost allowed the latter to catch and pass him, the 1380cc pair finishing less than a 1s apart at the flag! Both class winners set the respective fastest laps, though neither as quick as the morning due to the damper track •

RW

RESULT:

Rd 13	Miglia / Libre	6 Laps
1	23 Rupert Deeth	10:27.350
2	1 Aaron Smith	
3	11 Kane Astin	
4	83 Colin Peacock	
5	37 James Cuthbertson	
6	92 Jason Porter	
7	44 Darren Moon	
8	53 Niven Burge	
9	17 Rick Jessop	
10	42 Paul Simmonds	
11	113 Phil Harvey L	11:56.584
12	149 Gary Warburton L	
dnf	56 Nick Padmore	1 lap
ns	12 Wayne Grayer	
ns	69 Tony Le May	
ns	500 Rob Davis L	
FL M	R Deeth	1:42.391 - 76.89 mph
FL L	P Harvey	1:52.131 - 70.21 mph
Pole M	A Smith	
Pole L	P Harvey	
2.1869-mile circuit		



Photos: P Waller

GALLERY: Cadwell Park...

Photos: P Waller & M Jackson



...GALLERY: Cadwell Park

Photos: P Waller + M Jackson





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9-10 November - Brands Hatch



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PIPER CAMS



CHALLENGE STANDINGS

NATIONAL POINTS

Final after Combe - 15 rounds

MINI MIGLIA

Pos	#	Driver	Pts	Total before drops
1	1	Aaron Smith	210	(226)
2	23	Rupert Deeth	201	(203)
3	11	Kane Astin	195	(196)
4	92	Jason Porter	173	(201)
5	83	Colin Peacock	167	(170)
6	37	James Cuthbertson	155	(167)
7	42	Paul Simmonds	133	(138)
8	20	Mark Sims	93	
9	85	Sam Summerhayes	88	
10	56	Nick Padmore	79	
11	17	Rick Jessop	78	
12	53	Niven Burge	70	
13	48	Lee Deegan	69	
14	80	Joe Thompson	64	
15	27	Peter Harries	64	
16	44	Darren Moon	61	
17	64	Alex Osborne	56	
18	45	Chris Morgan	55	
19	49	Martin Wager	49	
20	72	Rob Howard	43	
21	12	Wayne Grayer	37	
22	69	Tony Le May	37	
23	26	Peter Arnold	18	
24	60	Endaf Owens	16	
25	22	Stuart Horsfall	1	
26	18	Elliot Stafford	1	
nc	15	Gordon Pocock	-	

MINI LIBRE

Pos	#	Driver	Pts	Total before drops
1	113	Phil Harvey	86	(89)
2	500	Rob Davis	79	(80)
3	149	Gary Warburton	30	
5	177	Peter Crewes	28	
4	474	Josh Evans	24	
6	115	Steve Baker	21	
7	616	Justin Cooper	19	
8	127	Ian Fraser	18	
9	126	Peter Hills	11	
10	171	Dan Lewis	1	
nc	232	Thomas Berg	-	

MINI SE7EN

Pos	#	Driver	Pts	Total before drops
1	35	Jeff Smith	212	(232)
2	4	Joe Thompson	208	(252)
3	28	Dom Burger	197	(229)
4	77	Andrew Deviny	186	(213)

5	94	Lee Roberts	157	(170)
6	22	Graeme Davis	145	(157)
7	27	Leon Oli Window	141	
8	2	Spencer Wanstall	130	(131)
9	20	Darren Thomas	127	
10	95	Julian Proctor	116	(117)
11	39	Glen Woodbridge	114	(117)
12	38	Steven Hopper	77	
13	1	Max Hunter	75	
14	49	Ross Billison	71	
15	0	Leon Wightman	68	
16	76	Jo Polley	58	
17	88	Kieren McDonald	52	
18	57	Philip Gillibrand	42	
19	18	Tina Cooper	41	
20	55	Darren Eaton	40	
21	63	Dave Robinson	23	
22	69	Steve Trench	21	
23	89	Tom Hartwell	2	
24	21	Jordan Sims	2	
25	37	Gareth Hunt	1	
nc	71	Simon Jones	-	

MINI-7 S-CLASS

Pos	#	Driver	Pts	Total before drops
1	708	Scott Kendall	219	(276)
2	787	Connor O'Brien	209	(212)
3	795	Stuart Gilby	161	
4	742	Ben Butler	160	
5	720	Ben Cutler	158	
6	736	Thorburn Astin	128	
7	796	Mark Chappell	128	(129)
8	711	Damien Harrington	122	
9	715	Jonnie Kent	94	
10	760	Jack Shearing	75	
11	706	Jo Polley	73	
12	733	James Bryan	73	
13	779	Andy Dickinson	36	
14	765	Simon Martin	36	
15	747	Kelvin Edgar	24	

MINI SE7EN NOVICES

1	39	Glen Woodbridge	29
2	21	Jordan Sims	2

MINI-7 S-CLASS NOVICES

1	720	Ben Cutler	27
2	760	Jack Shearing	14
3	733	James Bryan	12

GRAHAM HILL TROPHY UNDER-17 S-CLASS

1	736	Thorburn Astin	21
2	720	Ben Cutler	21

WINTER POINTS

after Rds 1+2 @ Silverstone

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	-

LIBRE

1	113	Phil Harvey	11
2	149	Gary Warburton	9

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

S-CLASS

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



Photos: M Barrington

Pit & Paddock 2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 1



www.mini7.co.uk

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



BRING IT ON!

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



Pit & Paddock 2018

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2018: Issue 2



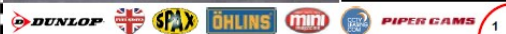
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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Welsh Rare Hit!

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



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2018: Issue 3



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Best from the East

Duplicate Deegan

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



Pit & Paddock 2018

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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
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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
Full 2018 Calendar
Runners & Riders
From the Archives
50 years at Brands Hatch



Pit & Paddock 2018

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2018: Issue 6



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Two new winners in Mini Se7en!

Festival Frolics

Brands Reports
• Miglia: Padmore's double
• Se7en: Wainwright & Bull leads
• 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



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DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



Aaron takes Miglia crown!

Smoking Silverstone

Drama-filled finale

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



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 motorsport). In 1970, Formula Mini-7 became just Mini Se7en when Mini 'Mille' Miglia was introduced; 1000cc, twin choke, less restricted tuning, wide slick tyres, and primarily for Mini Se7eners wishing to progress or for the generally more experienced saloon racer. Then in 1976 both were renamed Mini 850 and Mini 1000, as British Leyland, in conjunction with the now re-structured Mini 7 Racing Club, came up with a third, more high-profile series for Mini 1275GTs; this lasted five seasons before being superseded by Metros but that's another story... The basic Mini Se7en format remained unchanged for nigh on 25 years before an increase in engine size to 1000cc in 1991. What with the 850cc engine ceasing production in the early 1980s, replacement parts became harder to source and the fact that engines were incredibly highly stressed, the adoption of the more durable, milder-tuned 1000cc made sense. In line with the prevailing green issue there was a switch to unleaded fuel too, and to differentiate the two formulae once more, the sister Miglia series made the jump to 1300cc power in 1994. One final interesting statistic is the drivers: close to 2000 names appear on the rollcall over 50+ years; that averages out to nearly 40 new drivers per season... What other single-make race series can claim this strong support over such a long period?

Mini Miglia

For performance, the Mini Miglia is top of the Mini 7 Racing Club ladder. With a modified 1293cc A-Series engine, the 660kg Mini is propelled from 0-60 in about 4.5 seconds and onto a top speed of around 125mph. On the slick Dunlop rubber the handling is everything you would expect from a Mini and much, much more!



Mini Se7en

Now in its sixth decade, the Mini Se7en Challenge has been providing great racing at an affordable price. Since 1991 the Se7ens have been using a modified 998cc A-Series engine and the 650kg Minis can reach 60mph in 6.6 seconds, with a top speed of around 110mph. Running on treaded racing Dunlop rubber the cars stick to the road like the proverbial go-kart!

Mini-7 S-Class

The Mini-7 S-Class is aimed at drivers on a budget. Whether you're a complete novice or an experienced driver returning to racing, the S-Class is a feeder series to Mini Se7en. With modifications and improvements strictly limited to the 1275cc engines, the budget for a season in an S-Class car is going to be more affordable. The Graham Hill Trophy is awarded to the leading Under-17-year-old too.



Mini Libre

Introduced in 2017, Mini Libre is a semi-invitational 'Free Formula' category running on the back of the Miglia grid. Catering for original-shaped racing Minis, cars may utilise any A-Series block and gearbox, run on 10in wheels and mandatory Dunlop tyres. Success ballast may be added. The 'Special Tuning' trophy is awarded to the overall winner •



www.mini7.co.uk

Photos: M7RC Archive (M Barrington)

From the Archives

M7RC Milestones

10 years ago: 2009

THE MINI'S HALF CENTURY WAS THE MILESTONE DURING 2009, HIGHLIGHTED BY A GLITZY MEETING AT SILVERSTONE UNDER THE 'MINI UNITED' BANNER, WITH LIVE MUSIC, BIG STAGE AND PIT GARAGES

MINI UNITED 50TH PARTY

SILVERSTONE
23-24 MAY

SE7EN: The leading duo of Niven Burge and Kane Astin fought out another gripping

race, which ended in Astin's favour by the narrowest of margins

Burge led away off the line from Astin, Ian Deviny, Max Hunter, Graeme Davis and Ricky Horne. The two leaders soon edged clear of their pursuers, as Deviny kept Hunter at bay... Up front Astin took the chequered flag securing his first win of 2009, just



0.488s ahead of Round 1 winner Burge •

MIGLIA: Andy Hack continued his impressive start to the season with victory in the second round and lifting the first Cobb Construction trophy of the day

Bill Sollis was slow off the line with a dodgy clutch, enabling Hack to lead away into Copse from Endaf Owens and Mark Smith... Smith grabbed the lead during the opening lap, only to outbrake himself on the entry to the left hand turn-in at Club and ran wide onto the grass, dropping several places in the process... Hack took win number two, with Mark Sims and David Edgecombe in pursuit. Smith just held off Sarah Munns by a tenth of second to net fourth •

SE7EN: Kane Astin established a 1-point championship lead after fending off the racelongs pressure applied by Niven Burge

Astin led away from pole with Burge, Max Hunter and James Coulson in close pursuit. Burge senior snatched the lead on the second lap with Coulson moving ahead of

Mini United featured double-header combined grids on the full Silverstone GP circuit (left)

Mini Se7en winner Kane Astin receives a trophy from Mini legend Paddy Hopkirk (bottom)

Further info:
Pitlane Review '09 edition

Hunter into third and Ian Deviny demoting the 2007 champion a further place on lap 3. Back at the front, Astin kept in the draft of the leading Se7en and used the tow to regain the lead a lap later... A delighted Astin celebrated on the podium, as Burge described himself as "well chuffed", setting the fastest lap and breaking Hunter's 4-year-old GP lap record •

MIGLIA: Three wins from three starts is Andy Hack's impressive tally ahead of the next event at Brands Hatch, after another strong drive at Silverstone

Hack led away from the outside of the front row from Mark Smith, Paul Thompson and pole position holder Bill Sollis into Copse for the first time... On the podium Hack was overjoyed at the perfect start to the season so far, and Thompson was happy to have recorded his first finish so far this season •

M7RC in the News

The UK's leading weekly motoring title *Auto Express* did a 24-page pull-out special edition on the top 12 best Minis of the last 50 years, and included the Mini Miglia, which came in at number 10. Ralph Saunders provided his Mini Miglia for the *Auto Express* photoshoot at Thruxton and resulted in a double-page spread and inclusion in the front page photograph •

Two pages of editorial coverage were given to the M7RC when *Autosport* Deputy National Editor, Ben Anderson raced Graeme Davis' spare Se7en at the final event at Snetterton in September •

Photos: M7RC Archive (Pitlane)

From the Archives

M7RC Milestones



20 years ago: 1999

WHILE THE MINI 40TH ANNIVERSARY CELEBRATIONS CARRIED ON AROUND THEM THE M7RC WAS BUSY BUILDING FROM SCRATCH A MINI SE7EN AS PART OF A SUPERB RAFFLE PRIZE GIVEAWAY...

MINI 40 CAR BUILD

SILVERSTONE
20-21 AUGUST

WHEN MARK HEANEY from Surrey became the lucky winner of a brand new Mini Se7en race car built in 36 hours at Silverstone, it was the culmination of months of hard work put in by the late Steve Bell and many other members of the M7RC

One of the big attractions at the Mini 40 celebrations at Silverstone was the Club's attempt to

fledged race car in 36 hours. Then to cap it all make someone's weekend by raffling it off in what can only be described as a prize second only to a lottery win. However, the organisation for this wasn't put together in only 36 hours but started months before with Steve Bell at the helm wheeling and dealing with sponsors and suppliers...

Mammoth effort from M7RC members saw a bare 'shell and multi parts transformed into a fully-fledged Mini Se7en within 36 hours! (left) Proud M7RC team, led by Steve Bell, pose with the car and celebrities, including ex-F1 champ Jody Scheckter, ITV racing pundit Louise Goodman and Top Gear presenter Vicki Butler-Henderson (bottom) "One day I'll race one of these" dreams a young Ross Billison (below)

Further info:
Pitlane mag, issue #1 Spring 2000

"It must have been the best two quid I have ever spent!" exclaimed raffle winner Mark Heaney. The prize included a race suit, an ARDS course at Silverstone Driving centre, a test day with (1999 & 2000 Mini Se7en Champion) Dave Braggins, entry into his first race and the car run by Steve Bell's team at the Autumn Gold Cup meeting at Silverstone on 9-10 October. The records show that although Mark qualified last of 34 starters, he brought the car to the finish in 18th after a battle with Nick Brown and Paul Hampton, and was also invited up onto the podium afterwards alongside the top finishing trio of Braggins, Paul Thompson and Simon Adams



turn a Mini Se7en from a bare 'shell and parts into a fully-



Photos: M7RC Archive (C Watkins)



From the Archives

M7RC Milestones

30 years ago: 1989



Back rows of the Mini Se7en entry line up at the 30th Anniversary Issigonis Memorial meeting, with several more reserves not making the grid (left)
The M7RC produced a commemorative T-shirt to mark 30 years of the Mini - it was a good seller too! (bottom)

Further info:
The M7RC Archive, 1989 annual review

Photo: M7RC Archive (M Grainger)



ALTHOUGH THE MINI'S INVENTOR SIR ALEC ISSIGONIS HAD SADLY PASSED AWAY THE YEAR BEFORE, THERE WAS NO LET UP IN THE ENTHUSIASM FOR HIS COMPACT CREATION, AS A RECORD CROWD AT SILVERSTONE 'MINI 30' PROVED...

SIR ALEC ISSIGONIS MEMORIAL

SILVERSTONE
28 AUGUST

THERE WAS a distinct Mini feel to the F3 supporting programme on Monday as Silverstone recovered from the Mini's 30th birthday... Marcus Wragg won in Mini Se7en

Both Mini races were hugely over-subscribed although practice dramas reduced the Mini Se7en field to 27 starters. Marcus Wragg sat on pole and led from the start, gradually opening out a useful lead over the quartet that battled over second. While Wragg raced to a dominant victory, Graham Penn, Michael Jackson, Guy Sims and Steve Cooper disputed second though both Jackson and Penn were carrying jump-start penalties. Penn worked to the front of the train to seize second on the road with Cooper chasing but Penn then dropped to 7th when his penalty was applied. Jackson dropped from fourth to 8th and so Dick Grim-

wood moved up to fourth having slipped ahead of Sims in the closing stages •

A DRAMATIC Mini Miglia encounter wasn't settled until the very last knockings, and Mick Best came though from the pack to take a last-gasp victory as others faltered

An overflowing grid of Miglias made an impressive sight though no less than 13 retirements reduced the field to 17 finishers. Richard Wager and Myk Cable were always in the lead contest with

Owen Hall, Mick Best and Mark Jones all well in contention, Jones soon fell back with a sick engine leaving four cars trading places in the lead battle, Cable usually holding the premiere position. Wager slipped ahead into Copse for the fifth time but lost it half a lap later with a trip onto the grass on the exit of Brooklands. Cable was given a breathing space when Wager's car began to misfire as they started the final lap and with only Best still in contention it looked secure for Cable. Hall had already slipped back with engine problems but it was then Cable's turn as he headed for Brooklands on the last lap. Suddenly the leader was in trouble as his engine faltered and Best blasted into the lead followed by a struggling Wager, leaving Cable with his engine expiring with a matter of yards to go. Best was a delighted winner as Wager limped home second from a battling Andrew Hack and Bev Comber. Cable tried to push his car over the finish line but he was ultimately not classified as a finisher •

reports courtesy Motoring News



Information Hot Line: 0898 222366



From the Archives

M7RC Milestones

40 years ago: 1979



1275 GT Challenge was M7RC's top-tier Mini Challenge (left)

Further info:
The M7RC Archive, 1979 annual review

Last season's racing successes from Austin Morris Jaguar Rover Triumph-



Watch out today for the fastest and furthest

BL Motorsport

Mini Challenge continues with new title: renamed Austin-Morris Challenge

One of the most popular national racing series over the past three years, the Leyland Mini Challenge, is back under a new name for another hair-raising season of ultra-close action. Waiting for the green light will be over 200 competitors from the ranks of the Mini 7 Club who have the opportunity to contest no fewer than 48 races in the usual capacity classes: 850, 1000 and 1275cc categories. Once again the overall Challenge winner (the driver scoring the most points in any single category) receives a magnificent prize of a brand new Mini 1275 GT, valued at over £2800, while travel vouchers to the value of £500 and £250 will go to the runner up. Each race winner will be rewarded with a trophy, and cash prizes, in addition to parts vouchers, will be awarded in a bonus scheme. With the technical side handled by Ron Elkins at BL Motorsport Special Tuning department, all parts necessary to complete a successful Mini Challenge race will be readily available •

courtesy Autosport

TWO DECADES ON FROM ITS HUMBLE BEGINNINGS, THE MINI WAS STILL MAKING A NAME FOR ITSELF ON RACE TRACKS, EVEN IF THE PARENT COMPANY CHANGED IDENTITY FROM TIME TO TIME...

A WORD FROM THE SPONSOR

REBRAND FROM MINI PARENT COMPANY

“We have sponsored the Mini Challenge over the past three years and we are glad to say that we gained not only commercial benefits but have formed good friendships with the Mini 7 Racing Club officials and competitors. Our company re-organisation means that for 1979 Austin Morris Ltd. is the name of your Challenge Sponsor, and the highly competitive Mini racing - which the three

classes of Mini all provide - will help to establish our new identity which is shown below. Please use this on your car during competition. The Mini has been raced now for 20 years and has seen a lot of success, in fact even last year we saw the 1275 GT Mini win outright the Tricentrol/RAC British Saloon Car Championship. Mini racing is exciting and, we believe, that as a one-marque formula the Mini is unparalleled. Finally I would like to wish all those involved in the Austin Morris Mini Challenge 1979 a very satisfying season” •

Ray Horrocks
Managing Director
Austin-Morris

Austin Morris

MINI CHALLENGE '79

Organised by Mini 7 Racing Club

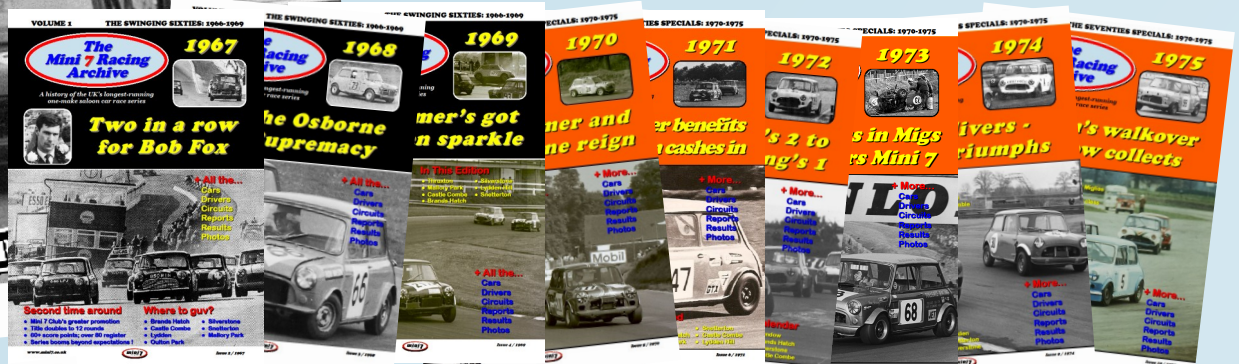


Mini Racing History

at your fingertips!

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

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



Out Now!

10 NEW ISSUES

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

From the Archives

M7C Milestones

50 years ago: 1969



Formula Mini-7s battle away at the 3rd Mini Festival at Brands Hatch, just three years after the first ever FM-7 race at the same venue (left) Handbrake turns part of Mini side attractions at Mini Festival (bottom)

Further info:
M7RC Archive, 1969 annual review

he had passed the initial leader, Paul Gaymer, who broke the lap record, on the second lap. These two pulled out a sizeable lead over the next group, which was headed by Graham Wenham, who slowly worked his way up to third after a mid-field start, passing the closely matched battle between Willie Dick and Michael Rope; Dick led this for most of the race until the last lap, when Rope took fourth place by a matter of feet •

report courtesy Autosport

Photos: M7RC Archive (M Magee)

JUST A DECADE INTO ITS EXISTENCE, THE MINI HAD ALREADY BECOME A GIANT-KILLER IN RALLYING AND A HUGELY SUCCESSFUL RACER ON THE CIRCUITS, WITH FORMULA MINI-7 WELL ESTABLISHED AS A TRUE ENTRY-LEVEL ONE-MAKE SERIES

3RD MINI FESTIVAL

BRANDS HATCH
25 MAY

FOR THE 3RD MINI FESTIVAL meeting in as many

years at Brands Hatch, local racer Viv Church was able to hold off championship points leader Paul Gaymer in a very exciting 'Issigonis Trophy' race for Formula Mini-7

A full grid of Mini 7s turned out for the next event, which was narrowly won by Viv Church after



SUNDAY 25th MAY 1969 PROGRAMME 2s 6d

BRANDS HATCH

EVENING NEWS NATIONAL CAR RACES

3rd Mini Festival

Organised by the Mini-7 Club in association with the Evening News for Brands Hatch Circuit Ltd.

Autocar FIRST AWAY AND ALWAYS AHEAD
THURSDAY 2s 6d

Archive Library



ROLL OF HONOUR

The Champions

NATIONAL MINI SE7EN

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

* Overall Champion Award:

Rover Mini Cooper to the Champion with highest points.

NATIONAL MINI MIGLIA

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

MINI-7 S-CLASS

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

MIGLIA S-CLASS

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

MINI LIBRE Invitational

2017	Peter Crewes
2018	Phil Harvey

NATIONAL 1275 GT

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

GRAHAM HILL MEMORIAL TROPHY - SE7EN / MIGLIA

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

CADWELL PARK SERIES

1978	Chris Tyrrell (overall)
------	-------------------------

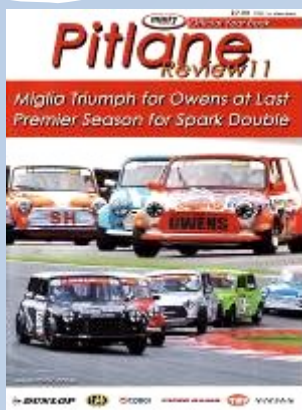
CASTLE COMBE SERIES

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

LYDDEN SERIES - 7 / MIG

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

Archive Library



ROLL OF HONOUR

The Champions

SOUTHERN/WINTER - SE7EN

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

SOUTHERN/WINTER - MIGLIA

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

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

NOVICE AWARD - SE7EN

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

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

NOVICE AWARD - MIGLIA

1973 Kelvin May
1974 Gary Cashman
1975 Colin Davies
1976 Bryan Dugdale
1977 Peter Calver
1978 Paul Earley
1979 Keith Vinycomb
1980 Bryan 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

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Mini Se7en

#	Driver
0	Leon WIGHTMAN
1	Max HUNTER
2	Spencer WANSTALL
4	Joe THOMPSON
18	Tina COOPER
19	Tom SANDERSON
20	Darren THOMAS
21	Jordan SIMS n
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
84	Rob Pearson




Mini Miglia Challenge

0

www.minispares.com

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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

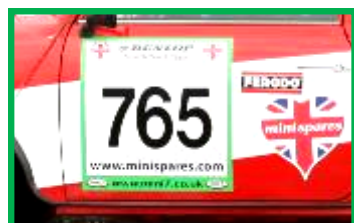
1

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Mini-7 S-Class

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

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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
232	Thomas Berg
241	Damon Astin
282	Pieter Van Cleemputte
666	Jonathan Lewis



MY GOAL? THE NEXT CHALLENGE.



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

SPORT MAXX RT

 **DUNLOP**
FOREVER FORWARD