

Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 9



www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini Se7en:
Team tactics

Relay Racers

Se7ens tackle Silverstone 6 Hours!

Mini Miglia:
2020 milestone

Miglia
turning

50!

Brands Winter Preview

- **Se7en: 1 point difference**
- **Miglia: Tied at the top**
- **S-Class: O'Brien holds sway**
- **Libre: Heads it's Harvey**

0-Plate honours & 7 Oaks trophies up for grabs too!

Latest news

Technical updates

Runners & Riders

From the Archives

Winter Brands



1970 to 2020



PIPER CAMS

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Supporting the Mini owner since 1975

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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.

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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.

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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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Tel: 01423 881800

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LONDON (M25/A1 Junction) MINISPARES HEAD OFFICE
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Potters Bar, Herts. EN6 3JN
Tel: 01707 607700

Minispares - MIDLAND

West Midlands
991 Wolverhampton Rd. Oldbury,
W. Midlands. B69 4RJ
Tel: 0121 544 0011

SPONSORS



Title sponsor of the Mini Se7en & Mini Miglia Challenge - all cars run on regulation Dunlop racing tyres

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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

VARIETY ADDS SPICE

As the saying goes, 'variety is the spice of life'. Ok, it's a well hackneyed phrase but perfect to describe how the Mini competition scene is at this moment in history. There's the rudimentary Ministox for juniors in which the next generation of Mini racers develop their skills around stock car stadiums; or there's Autograss in which speeds on more open tracts of this pleasant island, and tuning of A-Series engines begins to develop; side-tracking (literally) to the forests and gravel lanes of rallying, where the memory of heroic deeds by the 1960s' BMC competition department are kept alive by classic rally enthusiasts in their Mk1 & Mk2s; similarly steady numbers of classic Minis are appearing in other race series, while the historic scene has been reborn to a point where the Pre-66 ranks of Cooper and Cooper S replicas is bursting at the seams, and mostly with drivers of previous Mini racing pedigree. In addition, regular giant-killing feats up against the big 'Yank tanks' - just as it was half a century ago with the likes of Rhodes and Handley! Perhaps one of the most endearing sights recently is the Mini Countryman estate that the combined inputs of SU Carbs, Swiftune engines and Owens fabrications took to Spa and wowed onlookers for 6 hours. Add in a rejuvenated 'Fastest Mini in the World' line-up at the Mini 60 Festival - now that is variety! However, the bedrock of all this magnificent, modern day, Mini mixture is arguably the one right under our noses. The longevity of the Se7en formula, alongside the Miglia about to hit 50 years, not to mention the healthy S-Class and Libre initiatives, and even an endurance team at the iconic Birkett Relay, has helped ensure that Mini competition is in the unique position it is today thanks to the technical developments and expanded accessories aftermarket by experts from, and closely associated with, the M7RC, arguably the 'variety club' for race Minis! •

RW



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PREVIEW: Winter Challenge Rds 3+4+5

Brands Hatch... 9-10 November...

**Miglia
Lap Record**
Nick Padmore
Time: 0:54.331
Ave speed: 80.03 mph
Set: 25 August 2018
1.2-mile Indy circuit

featuring 'The 0-Plate Trophy'...

THE NOW WELL-ESTABLISHED 0-PLATE TROPHY SHOULD SEE A HEALTHY ENTRY TO CLOSE OUT THE MINI RACING SEASON FURTHER BOOSTED THIS YEAR THANKS TO THE RE-INTRODUCTION OF THE WINTER CHALLENGE TO SPICE-UP THE POINTS PERMUTATIONS...

WINTER MINIS

Such has been the recent strength in depth and dates offered that the Winter Challenge makes a return to the Mini 7 Racing Club's schedule after a gap of 16 years. Heading the entry for the Club's final race weekend of the season is the 1293cc Miglia category, and level on points are Joe Thompson and Colin Peacock following the opening two rounds at Silverstone in

March. The former narrowly lost out on the National Se7en title this season but is likely to concentrate on the bigger class here, while the latter will be looking to finally nail a major trophy having been in Minis for a couple of decades. Richard Wager, or son Martin (the last Miglia Winter champ' in 2003), may appear in the iconic red and black Kenwood machine, while Kane Astin and Mark Sims already have scores chalked up, as does Tony Le May. Having made his Miglia debut at Brands in 2017, Stuart Wright

looks set for a run out in James Cuthbertson's car. In the 998cc Se7ens - the longest-running one-make saloon car formula - former BTCC driver Jeff Smith has to start as favourite, having already wrapped up the National title in his first year in the class, and he holds a 1-point advantage over Andrew Deviny, not only a former treble -National titleist but also a Winter Se7en champion back in 2000! Both shared a win apiece in March, while the likes of Dom Burger, Leon Wightman and Lee Roberts all ran them close. Others to have put in an entry include Graeme Davis, Jo Polley, novices Glen Woodbridge and Jordan Sims, and Arnold Duncan from KAD who is aiming to drive Spencer Wanstall's car as he did in the 0-Plate a couple of seasons ago. In the limited-tuning 1275cc S-Class, Connor O'Brien holds a clear lead following a double victory at Silverstone, and will be keen to go one better than the runner-up position in the National cam-

PREVIOUS WINNERS:

2018 R Deeth x3
2017 L Deegan x2 / N Padmore
2015* S Deegan x2 / K Astin
* 50-Plate @ Snetterton



Mini Libre Lap Record David Franks

Time: 0:54.800
Ave speed: 79.35 mph
Set: 25 August 2018
1.2-mile Indy circuit

PREVIOUS CLASS WINNERS:

2018 - / - / -
2017 I Fraser x2 / -



...PREVIEW:

...Winter Challenge Rds 3+4+5

Brands Hatch

9-10 November

...WHILE SOME DRIVERS WILL HAVE THEIR EYE FIRMLY ON 0-PLATE GLORY, THE REVIVED WINTER CHAMPIONSHIP CONTINUES ON FROM THE OPENING PAIR OF SILVERSTONE RACES IN MARCH WITH THREE ADDITIONAL ROUNDS TO FIND THE NEW CLASS CHAMPIONS



**Se7en
Lap Record
Darren Thomas**
Time: 0:59.292
Ave speed: 73.34 mph
Set: 21 Sept' 2013
1.2-mile Indy circuit

...featuring
'The 0-Plate Trophy'



paign behind teammate Scott Kendall. Other confirmed entries include the experienced Ben Butler, and young Ben Cutler, the latter in contention for Under-17/Graham Hill Memorial Trophy honours, while Greg Daw comes across from the Mighty Mini series where he has just won the Standard 1.3 class. Finally, the semi-invitational Libre class, for Miglia-esque cars running up to a 1400cc limit, sees current National class champion Phil Harvey atop the Winter standings from Gary Warburton. All four classes will run together in the treble-header, with grids formed in the order of Miglia, then Libre, followed by Se7ens and then S-Class at the rear, whereas in the majority of double-header National Challenge events, it is Miglia with Libre at the back in their own race, and separately Se7en with S-Class at the back in their own race too, but each class scores independently of each other •

'SCORES ON THE DOORS':

Whilst the 2019 Winter Challenge follows the 20-19-18-17-etc scoring system in the M7RC regulations - it is 10-8-6-etc for the invitational Libre - and will see the class champions decided by the best-4-scores-from-5-rounds over the Silverstone and Brands meetings, the format of the separate 0-Plate Trophy is slightly different. Here, the best-2-scores-from-3-races over the Brands weekend will decide which Miglia and which Se7en driver get to carry the #0 on their cars in 2020. In addition, all championship points accrued at Brands count towards the Sevenoaks Cups (beer tankards to be precise!), one each for Miglia and Se7en. With several races at the Kent venue during 2019, there is ample opportunity therefore for drivers to tally a winning total!

Mini-7 S-Class Lap Record Thorburn Astin

Time: 1:00.666
Ave speed: 71.68 mph
Set: 18 November 2018
1.2-mile Indy circuit

PREVIOUS CLASS WINNERS:
2018 M Dryden x2 / J Kent
2017 -/-/-

PREVIOUS WINNERS:

2018 L Wightman x3
2017 L Window x2 / L Roberts
2015* A Davies x3
* 50-Plate @ Snetterton



Photos: M7RC Archive (C Watkins + P Waller)



BARC RACE MEETING inc.
THE O-PLATE TROPHY

“The British Automobile Racing Club brings the curtain down on its 2019 season with a bumper two days of action at Brands Hatch. In what has been a memorable year of track action which has seen a raft of momentous moments take place, the Indy layout of the Kent venue will see a final set of championships race into the night and into the off-season. Champions will be crowned in the Dunlop Endurance Championship as they battle the darkness with two final pulsating one-hour races, of which a jaw-dropping array of cars and stars will compete within. Elsewhere the Michelin Ginetta Junior Championship will run four blockbuster races as it bid to crown its Winter Series champion. Races will also be run in the Trade Team Citroen C1 Challenge, Carbon8 Hyundai Coupe Cup, BARC Tin Tops Championships and the **Mini Se7en Championship**” •

www.barc.net



NEWS UPDATE NEWS UPDATE

DRIVERS' BRIEFINGS

In the Final Instructions for 9-10 November race meeting BARC have put down 12.30 on Saturday as Championship Briefings. So as not to confuse people any more than usual we will keep the M7RC Drivers' Briefing as the same time. If things change and we need one before qualifying, we can advise competitors as and when. If there are any new drivers to Brands Hatch Indy circuit, separate first-time Driver Briefing times on Saturday morning are at: 08:00, 09:00 & 10:00 •

Chris Gibson
M7RC Clerk of the Course

TIMETABLE: Brands Hatch

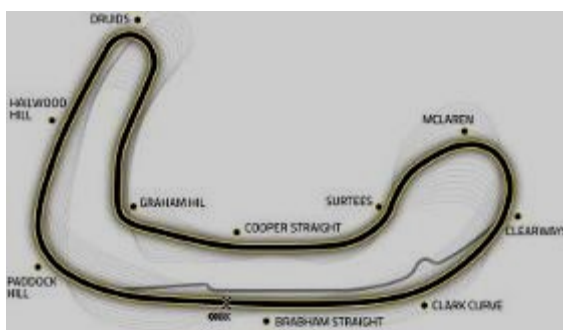
'O-Plate' & Winter Challenge Rds 3+4+5 9-10 Nov'

Saturday 9 November 2019

START	FINISH	DURATION	SESSION	CLASS
09.30	09.35	5 mins	Signing-on	All
09.35	10.35	1 hour	Scrutineering	All
10.45	11.05	20 mins	Qualifying	All
12.30	12.45	15 mins	Drivers' Briefing	All
14.30	14.50	20 mins	Race 4 (O-Plate i & Winter rd 3)	All

Sunday 10 November 2019

10.45	11.30	45 mins	Observation of Remembrance	
12.20	12.40	20 mins	Race 9 (O-Plate ii & Winter rd 4)	All
15.30	15.50	20 mins	Race 12 (O-Plate iii & Winter rd 5)	All



CIRCUIT LENGTH:

1.2079 miles (Indy)

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

A massive "thank you" to all drivers in the Mini Se7en Challenges for providing - whether it be to spectators, Club members or team personnel - yet another season of superb on-track action and very close (sometimes a little too close!) racing. Congratulations to the title winners for 2019. Also thank you for two stand-out events, at BTCC and DTM, where we were held in high esteem. From the BTCC, comments of "what fantastic close races..." and "...yes Mini Se7en could return"; then the DTM organisers at their dinner on the Saturday night commenting that the "best races on the Sunday are probably going to be the Mini Se7ens"! Well done all concerned. It was a shame that the long haul to Zandvoort was curtailed on the Saturday, a Ginetta in the previous race losing gearbox/axle oil, making the surface a skating rink and due to the wet weather no solution to make the track safe to race was available. Therefore racing concluded early with the offer of another race at the end of Sunday. With most teams having made their travel arrangements in advance this was not really an option; 2020 will hopefully be smoother! Thank you also to those members behind the scenes who help to make the championship a success, this could not be done without you. Also the spectators and supporters who visit us at our events to say how much they enjoy seeing cars racing so close, and talking to drivers and team personnel. Let's also pay tribute to the wonderful men and women in orange suits who turn out in all weathers, to take up their various positions and roles around the circuits, helping to keep us and the public safe. To marshals everywhere, in whatever motorsport discipline, without you there would be no racing. The weekend of 9-10 November closes another great year for the M7RC, and here's hoping that the racing will be just as close and exciting as all events this year. Who will win the coveted O-Plate and/or the Winter series for 2019? There has been some of the best competition between drivers with championships going to the wire and hopefully the final three Winter races will not disappoint. It has been a great pleasure to be your Clerk of the Course again in 2019 and I would like to thank everyone involved with the championship. I look forward to another close and exciting season of racing and camaraderie in 2020, hoping that I am again asked to officiate for the Club •

Chris Gibson
M7RC Clerk of the Course



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!) Cancelled
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 (DTM / MSV)
National 12+13	Cadwell Park	31 August (BARC)
National 14+15	Castle Combe	14 October (CCRC)

ADDITIONAL DATES FOR YOUR DIARY

Winter Series 1+2	Silverstone (National)	30 March (MGCC / Spring Cup)
Winter Series 3+4+5	Brands Hatch	9-10 November (BARC / 0-Plate Trophy)
AGM / ATD	Marriott Forest of Arden	23 November new venue!
Awards / Dinner Dance	Marriott Forest of Arden	18 January 2020 new venue!

Winter Challenge Rds 3+4+5

Brands Hatch

9-10 November

0-Plate Trophy / BARC



NEWS NEWS NEWS NEWS

MINI MIGLIA 50TH ANNIVERSARY IN 2020



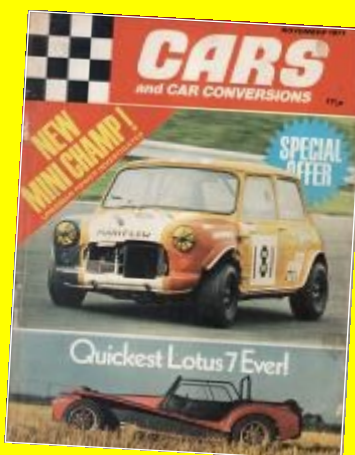
...M7RC TO MARK HALF CENTURY OF TOP-TIER RACE MINI FORMULA

Next season heralds a landmark in the rich heritage of Mini motorsport, as it will be 50 years since the Mini Miglia championship first began. Actually, the history books reveal that the first seeds of, arguably, what has become the top level performance Mini racing category grew out of a draft set of regulations dated for 1969. Indeed, a further delve into the crumbs of info in the M7RC Archive show that the Miglia or 'Mille' experiment saw one or two cars appear during that season in a handful of 'taster' run outs to see how a one-make 998cc Mini formula might work. Clearly there was some mileage in the idea, as for 1970 a championship was organised alongside the now well established 850cc Formula Mini-7. That first points-scoring season may be a little sketchy in terms of full results and drivers taking part, but what is known is that the 1968 FM-7 Champion, Mick Osborne, had been one of those drivers looking to move up in A-Series power but not necessari-

ly wanting to leave their Mini 7 Club roots. Osborne took the inaugural title by a 7-point margin over Sean Wiles in second overall, the pair having finished on 94 points apiece after 11 rounds, the best 10 scores counting, although Osborne recorded six class wins to the one of Wiles. He also received the ST Trophy, donated by BMC's Special Tuning department, and the title-winning car was on their stand at the Motor Show (top). Others to have scored class victories were Ron Mason, John Holloway and David Angless, while Clive Trickey's exploits in the CCC magazine-backed car saw regular press coverage within its pages to help boost the early promotion of the formula (below right). For the first few seasons, the Miglia numbers were steady but hardly producing the packed grids in Se7ens, and they were regularly lumped in with Modified & Special Saloons or Free Formula races. Not until the advent of Leyland's huge sponsorship input from 1976, which also saw the brief introduction of a 1275 GT formula, did the category finally produce the entries it had initially promised, and such was the upturn that the Graham Hill Trophy series was brought in to help novic-

es and lower level runners who were struggling to make the cut in the National championship. Similarly, the Southern-based TEAC Mini-7 series also saw a Miglia category added, later morphing into the Winter Challenge. With former champions like Peter Baldwin, Bill Sollis and Ian Curley still very much involved in Miglias, next year should hopefully see a few more ex-champions making an appearance in the M7RC paddocks, and the M7RC will be looking for ideas from its members on how best to celebrate with them over the course of the 2020 season •

Images: courtesy BMIHT + CCC



FIVE DECADES ON...

How time flies when you're having fun, and the Mini Miglia formula has certainly provided lots of that! Looks-wise not much may have changed in 50 years but under the 'skin' the construction has evolved into 'mini Touring Car' spec, with integral safety cages and high technology machining on a par with professional motorsport preparation. Apart from the early 1970s where grilles were removed and spoilers and holes were added a la Special Saloons, following Leyland's backing in 1976 the cars have maintained a neat, 'production' exterior ever since...

Photos: M7RC Archive

1970s...



...1980s...



...1990s...



...2000s...



...Today

NEWS NEWS NEWS NEWS

MOTORSPORT DAYS LIVE



By the time you read this newsletter, the M7RC will have attended its second MotorsportDays Live event at Silverstone over 1-2 October. With several cars on hand to promote

the four classes of Mini racing, just like last year keen punters will have been given the opportunity to ride alongside one or more drivers in 2-seater converted Mini racers, with reigning Miglia champion Aaron

Smith one of the first to have confirmed his participation. Look out for a fuller report in Issue #10 of *Pit & Paddock*, which is scheduled to be released in December •

Photo: courtesy S Colbran

MOTORSPORT UK ON THE MOVE

Motorsport UK is relocating in 2020, to Bicester Motion in Oxfordshire. The move reflects a wider long-term vision for the UK governing body (*née* MSA) to promote the sport and to engage with new audiences, as well as delivering genuine benefits to clubs and the grassroots. Since 1988, MsUK has been based in Colnbrook near Heathrow, a location increasingly remote from the needs of its members. By contrast, Bicester Motion was launched as a hub for enthusiasts to meet, work and enjoy their automotive passions. The new location provides significant geographical benefits to aid MsUK's engagement with the whole UK motorsport network, and a substantial hotel and conference centre, due to open in 2022, should provide a perfect meeting, training and conference centre, all with ample parking. The venue will also provide opportunities for the development of commercial relationships in technology, medical training and education. MsUK's vision for the site is to create a centre of excellence in motorsport... •



ÖHLINS ONGOING

Change of Control Damper Supplier for Mini Miglia: As some of you may know, and for personal reasons, Justyn at Aurok has folded his company and moved to a new job with Multi-matic in Norfolk, where his partner can receive better health care. In light of this, and with thanks to Justyn, we have moved to a new distributor of our control Öhlins damper, BG Motorsport. This is a company (and Öhlins dealer) that

is highly respected in the industry, who have been around for decades and Ben Fricker, who will be our single point of contact, could not be more professional, helpful and courteous. Full address is: BG Motorsport, 47-48 Silverstone Circuit, Towcester, NN12 8GZ. Ben can also be contacted via email at ben.fricker@bgmotorsport.co.uk and his phone number is 01327-855200. Regarding pricing and servicing there will be some changes, and the cost now of a new pair of control dampers will be £1260 + VAT. This price change reflects the fact that our volumes are now much lower, that the exchange rate has shifted and, of course, inflation. On the good news side, the cost of a service per damper will be £120 + VAT, plus any parts needed. For dyno testing, the cost will be £12.50 per damper + VAT. So while the pricing change is unfortunate, but perhaps inevitable given the very favourable initial discount, the upside is that with Ben and BG Motorsport we will now have stability of supply and a partner for the longterm, and one that prides itself on excellent customer service •

Image: courtesy BG Motorsport/Öhlins

PITLANE REVIEW

The M7RC's annual, full colour, 72-page *Pitlane Review 2018* magazine was released in January, so if you haven't yet obtained a copy contact mike.jackson@mini7.co.uk for posting details. Now the season is almost over, the 2019 edition is already in production, with the same high quality images, full reports and race stats as before... •



MINI 7 MEMORIES

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



NEWS NEWS NEWS NEWS



TECHNICAL UPDATES FROM THE M7RC SCRUTINEERING TEAM

SAFETY TIPS FOR 2020:

ROLLCAGE PADDING

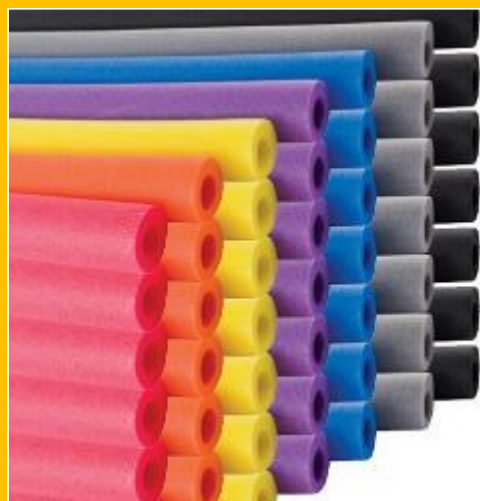
During 2019 the issue of rollcage padding, or lack of it in certain locations, came to the fore. It is one of the easier 'technical' items to add to your cars, so why would you risk any injury by skimping on padding all those hard bits of metal - be it cage, steering column, etc - that may come into contact with your head and or/limbs? Basic soft foam-type padding is pretty cheap to buy and very flexible when fitting in awkward sections, although not FIA-approved for mandatory use around the head area. Neither is the slightly dearer, high-density foam-type, but it is fire-retardant, offers greater energy-absorbing impact qualities and is readily available in a variety of vibrant colours to complement the gleaming paintwork of many race Mini interiors. For Xmas, a letter to 'Santa' should get you the all-singing, all-dancing, FIA-approved, fire-retardant and high energy-absorbing 'Lifeline' moulded type; it is a very hard material so fitting is not straightforward on all areas of a Mini rollcage, and it is expensive, but what price do you put on enhanced safety?! •



ROLLCAGE PADDING

FIA-approved high energy-absorbing moulded padding (above and top); high-density foam padding readily available in many hues (above right); soft foam-type padding is flexible but less durable (right)

Images: courtesy Merlin Motorsport



FUEL TANK PROTECTION >>>>



FUEL TANK PROTECTION

A fuel tank rear protection bar is in process for 2020, and is designed to affix onto the rear subframe mountings. This will be a uniform item to all competitors, logged and bought via the M7RC. In addition, the fuel pump should be fitted as far forward in the boot as possible, while fuel level 'sight' tubes on fuel tanks are banned under FIA regs, and are likely to be outlawed sooner rather than later by MsUK, as the plastic has been found to go brittle with the ethanol levels in modern fuels. To save replacing the whole tank (which should be foam-filled), sight tube fixings can be removed, then drill-tapped with bungs. A wooden depth 'rule' is fine for measuring fuel level in the tank •

Steve Wood

Motorsport UK Eligibility Scrutineer

Please note the following excerpt from the 2019 M7RC Regulations, available to download @ www.mini7.co.uk

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

NEWS NEWS NEWS NEWS

NEW AWARDS VENUE

Marriott Forest of Arden Hotel & Country Club



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

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=grp>, or alternatively call the Central Reservations team on 0800 221222 and quote the code: *5i & 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

Image: courtesy Marriott Forest of Arden

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 •

SEVENOAKS CUP STANDINGS

after 4 races @ Brands Hatch...

MINI MIGLIA

1	1	Aaron Smith	78
2	20	Mark Sims	66
3	83	Colin Peacock	60
4	23	Rupert Deeth	56
5	37	James Cuthbertson	56
6	42	Paul Simmonds	48
7	92	Jason Porter	47
8	53	Niven Burge	43
9	17	Rick Jessop	43
10	56	Nick Padmore	40
11	27	Peter Harries	39

12	11	Kane Astin	37
13	69	Tony Le May	23
14	80	Joe Thompson	18
15	12	Wayne Grayer	13
16	26	Peter Arnold	8
17=	44	Darren Moon	1
	45	Chris Morgan	1
	22	Stuart Horsfall	1
	18	Elliot Stafford	1

MINI SE7EN

1	28	Dom Burger	70
2	35	Jeff Smith	69
3	4	Joe Thompson	66
4	77	Andrew Deviny	64
5	20	Darren Thomas	54
6	22	Graeme Davis	52
7	38	Steven Hopper	42

8	94	Lee Roberts	41
9	18	Tina Cooper	41
10	1	Max Hunter	39
11	39	Glen Woodbridge	36
12	95	Julian Proctor	35
13	88	Kieren McDonald	33
14	27	Leon Oli Window	28
15	49	Ross Billison	28
16	2	Spencer Wanstall	24
17	57	Philip Gillibrand	12
18	69	Steve Trench	11
19	63	Dave Robinson	10
20=	0	Leon Wightman	2
	76	Jo Polley	2
22	55	Darren Eaton	1
23	37	Gareth Hunt	0

3 races remaining @ Brands 9-10 Nov'

IN BRIEF



SWIFTY'S SUPER SLOT-CAR

Continuing a unique line in Scalextric Minis is this super reproduction of Swiftune's historic Cooper S. Faithfully detailed to Goodwood 2018 spec, with the driving team of tuning ace Nick Swift and Le Mans class winner Jonny Adam, the 1:32 scale slot-car marks 60 years of Mini racing, price £40.99. How about a Miglia/Se7en, 'Mr Scalextric'?! •

BILLY WHIZZ GETS MINI CONTROL

At the recent Goodwood Revival meeting in September, the Swiftune historic Mini was driven in the parade laps by double amputee race driver, Billy 'Whizz' Monger, thanks to a new hand clutch-control system fitted by Tour-De-Force Power Engineering. The potential for this disability-enhancing technology in Mini racing is immense... •

MIGHTY MINIS 2019

The 16-round championship concluded at Oulton Park on 26 October, with titles to Neven Kirkpatrick and Greg Daw in Super and Standard classes respectively. Numbers are down on previous years, with 26 drivers appearing overall. The introduction of carburettors in 2019 may totally supersede the series' original 1.3i injection basis, first run in 1996 •

MINI SPARES MK1 WINNER

The Mk1 Mini rebuilt by a M7RC-based team at the IMM in Bristol has now been presented to the raffle winner at the Mini Spares HQ in Potters Bar (below). The new owner is already talking about attending IMM2020 in Germany with it, along with his family who are now a three-Mini set-up, including an Estate and a British Open! •



RACE REPORT: Birkett 6-Hours Relay

Silverstone GP...
26 October 2019...

IN A LONG ASSOCIATION WITH THE
ICONIC 6-HOUR EVENT, A TEAM
FROM THE M7RC ONCE AGAIN
TOOK ON AN ECLECTIC VARIETY
OF CLUB RACERS

Rainy day racers...

The annual Birkett Relay event organised by the 750 Motor Club is a 6-hour handicap relay for teams of between four and six cars. The handicap is determined by a panel who look at lap times previously recorded at that circuit by the entrants, but also take into account a wide range of other factors that we cannot influence; some might say we cannot even guess at! It largely brings to a close the club racing season and, again in 2019, was competed in by our team of Se7ens. This is not an official M7RC team *per se*, but an entry of six mates driving Mini Se7en-spec racers... which is actually what the spirit of the Birkett is about; race drivers having a get together and closing the season in an iconic and historic race. The 'planning' (there's not really a plan) for this race starts at the beginning of the season with a quick question amongst us: "Are we all in for the Birkett this year?" and it's always been a "yes" from all of

us. Then there is a wait till around May/June when the entry opens; it does fill up quite quickly and the capacity is 70 teams. This is determined by the 35 garages on the National straight at Silverstone as there are two teams to a garage. The entry is quite diverse from single-seater, closed-wheel cars through high-spec saloons and there was even a team of Smart cars one year. Generally not much happens until we get to September time when we usually start confirming the team. It's always possible that a car won't be available due to damage during the season, as happened this year with Steve Hopper's car at Cadwell Park; with our team we would always offer a place to a M7RC member but there is always an option of approaching the 750MC for a replacement as they have a pool of drivers/cars available to fill any gaps. This year's team comprised the usual suspects: Steve Hopper, Andrew Deviny, Julian Proctor, Darren

Thomas, Dave Robinson and Steve Trench. By race weekend it's normal for us all to arrive on the Friday afternoon. Julian and Amanda Proctor had set-up behind the garage mid-afternoon, providing the team with food for the evening and the following day's catering, usually large quantities of sugary snacks with tea and coffee. The two Steves and Julian had arrived in good time so had signed-on and scrutineered before Andrew, Darren and myself arrived due to traffic delays. Scrutineering closes at 6.30pm so all cars were parked up in the garage being cleaned and polished by supporting Club members. Steve H was using Glen Woodbridge's car with his own engine and Glen had come over with a couple of friends to help out. So, along with Baz Payne and our team manager Patrick Deviny, the garage was filling up. Signing-on re-opens at 6.30am on Saturday, with further scrutineering from 6.45am. Our first dilemma arose with Andrew's helmet being confiscated for the weekend under a 'debatable' technicality; fortunately we had a spare. Next, 9am qualifying; somewhat of a misnomer for us as it's three laps of the GP circuit, so given that we're so low on power in comparison to the rest of the field we are always going to be very near or at the back at the start. Add in rain that had been pretty constant from Friday lunchtime and there's no point in treating it as qualification, more like three sighting laps so race control can verify transponders are working, which all were doing so until we were advised that Julian's had only worked for two laps. Consequently he had to rent one. In an attempt to preserve engines and for reliability's sake, Julian and Darren had slightly longer diffs fitted and Darren changed the primary gear before the race as there was a significant headwind driving the rain on Hanger Straight and, as we all know, the classic Mini's aerodynamics are similar to a small country cottage. Previous years

have seen us with plans and strategies that have come to nothing in the face of reliability issues and 'offs'; these little cars aren't designed to race extended periods on circuits as long and fast as the Silverstone Historic GP, so this year we decided we would just run two 30-minute stints each and see what happened... Did I mention the rain? It was raining - constantly - and had been for the best part of 24 hours by the 11.45am race start. Andrew took the first stint, putting in respectable times given the conditions but the pitwall was soaking not only from the deluge from above but also from huge plumes of spray generated by cars on the National straight. In the interests of safety, the 750MC had issued each team with three authorised hi-vis tabards to be on pitwall. We thought this a great idea although 'hi-vis wetsuits' might have been more useful! Andrew's stint was coming to a thankfully uneventful end but the next issue raised its head; the pit board was put out with the "32 IN" info, but from the fast side of the National straight we couldn't see the wall, especially if other cars were passing as the spray was so dense. Another method of communicating an "IN" was needed... Safety cars were fairly constant, mainly for minor offs but given we had so comparatively little power it did enable us to catch up somewhat to the faster, more powerful cars, up to a point... remember that handicap panel? Well they can make changes to the handicap during the race and if they do, we won't know, so all we can do is watch the timing screens/app to validate our position. Steve H went out next leaving Andrew to mop out the water in his car and dry out as best he could; Rain-X and anti-fog were in constant use. Everyone experienced a safety car period during most stints; not surprising as the rain turned heavier as the day wore on. The garage had plenty of Club supporters, with both current and former mem-



Photos: K Robinson

...RACE REPORT: ...Birkett 6-Hours Relay

Silverstone GP
26 October



...relish Relay challenge

Photos: K Robinson

bers popping in to say "hello" and have a chat. The atmosphere is always good and, unusually this year, devoid of mechanical incident. At the 1-hour point we were up to 23rd from a starting position of 67th - on handicap... and there had already been 13 mins of safety car... While one of the team is out on-circuit the next is already strapped in and at the garage exit, ready in case mechanical issue or incident takes the on-circuit car out of the race, and so we ticked through our 30-mins-per-driver plan. The conditions got steadily worse; at the beginning of the race there was a 'wet' racing line surrounded by pooling water and as we progressed through the day the 'wet' line merged into the pools. In the Se7ens, when we got up to speed on the long straights the wets were struggling to move water fast enough, resulting in aquaplaning. Not a pleasant feeling whilst being overtaken both sides by

Radical sportscars spouting gallons of water into the air. At the 2-hour point we had improved to 14th on handicap, and this with 25 mins of safety car. Generally by now we have some mechanical incident to deal with - a breakdown or off that means we are juggling cars to keep going - but surprisingly all seemed to be going to plan. I recall Steve H's comments to me before going out for the first time: "Watch for the lights at the end of the pit lane, they might be red and you might have to wait due to the safety car..." As it happened it was red but there were five other cars in front of me! At the 4-hour point we had risen to 10th! with 105 mins of safety car time. By now we were on the second set of stints, and with Steve H out on-track a message came over the tannoy that "the team manager from team #32 should report to race control". Patrick went along and came back with the news that Steve

had been reported for crossing a red light at the pitlane exit and had to serve a stop-go penalty. Remember Steve's advice to me earlier?! The problem now was that he had been on-track for about 25 mins, there were seven other cars reported for crossing the light and he was at the back of the queue. With a stop-go taking 3 mins that mean't he would need to stay out on track for another 21 mins before he would be flagged to come in and we couldn't put the pit board out to tell him until race control had flagged him in for the penalty; he simply didn't have enough fuel to last that long! Hurried communication between race control and Patrick saw Steve brought in off his stint and Julian going out; if a penalty was to be served it would need to be by Julian. However, Steve H immediately went to control for confirmation that he had *not* passed a red, and got the stop-go rescinded. Disaster thus averted for our timings, we pressed on but what little daylight there had been was starting to fade, fast. The feed to the monitors from circuit cameras was boosted for the video but in reality it was getting seriously hard to see, especially on-track through the spray and gloom. By 5 hours we had dropped to 24th, with 125 mins of safety car. That's over a third of the total race time... The last stint was by Steve T, who had driven all but three racing laps behind a safety car; 10 mins into the final stint, and with Julian on standby for a breakdown or an off, the race was red-flagged for an incident at Club. A Caterham had spun and hit the International pitwall pretty heavily. Steve was following a BMW into Club and as the BMW braked and spun in avoidance, Steve spun avoiding the BMW and slid into the stranded Caterham. The race ended 20 mins early under red flags, and rightly so in the interests of safety. Both Steve and the Caterham driver were checked over by the medical teams with Steve pronounced OK and the other driver

kept in for observation and released next morning. At the red flag we were 31st, with 150 mins of safety car operation. I'm sure the handicap committee had their work cut out during that race... So why do we race the Birkett? It's a great experience; it's a team experience, and to do it with your mates is fantastic. It's not *all* about the racing though, it's also about the Club spirit and a team effort to achieve the best race result we can. Admittedly it's much better when the sun shines but now us six have all raced in the worst conditions any of us can remember, on one of the most iconic circuits in the world. Many think that an S-Class team would have a good chance under this format, so if there's anyone who'd like to form a team alongside us, which would mean a garage with 12 Minis in it, come and have a chat with me early next season. The 2019 Birkett team of Hopper, Deviny, Proctor, Thomas, Robinson and Trench would like to thank team manager Patrick for his all his efforts and hard work on the pitwall and all the other M7RC members who came along to support and help. Special thanks to Baz, Glen, Amanda and Kathryn for all their help and assistance over a day-and-a-half in the pouring rain •

Dave Robinson



RESULT: Saturday 28 October

Grove+Dean 'Holly' Birkett 6-Hour Relay

- #32 ROONSPEED MINI SETENS
- 32A Steven Hopper
- 32B Andrew Deviny
- 32C Julian Proctor
- 32D Darren Thomas
- 32E Dave Robinson
- 32F Steve Trench

Pos / H'cap	Time	Laps / Credit
64th / 31st	5h 34:57.67	88 / 109
FL:	3:07.32 - 70.53 mph	

3.64-mile Historic GP circuit



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CHALLENGE STANDINGS

NATIONAL POINTS

Final points after 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	114	(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	210	(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	

NOVICE POINTS

3 rounds remaining...

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
3 rounds remaining...

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

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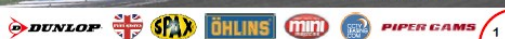
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BRING IT ON!

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



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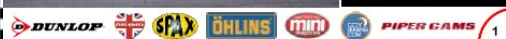
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Welsh Rare Hit!

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



Pit & Paddock 2018

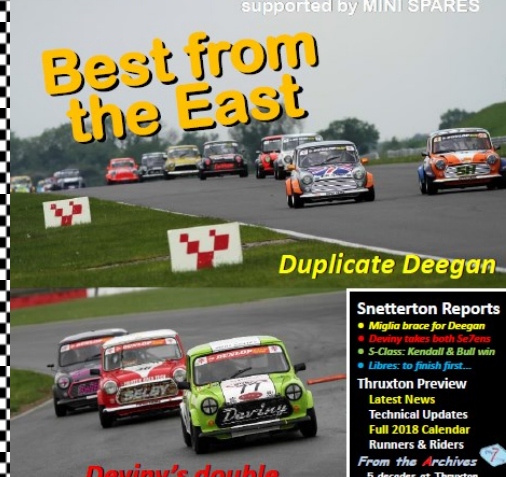
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Best from the East

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



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Marvellous Miglias

Thrills & Spills

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



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Miglia wins for Deeth & Peacock
Thompson & Deviny in Se7ens

Double Dutch Delight

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



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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

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Astin & Deeth mix up Miglias

Cadwell Capers

Four titles going down to the wire

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



Pit & Paddock 2018

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Aaron takes Miglia crown!

Smoking Silverstone

Drama-filled finale

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



Why join the Mini 7 Racing Club?

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

membership@mini7.co.uk
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ABOUT US



About...

The Mini 7 Racing Club

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

Mini 7 Racing History

The UK's longest running one-make motor racing championship was introduced in 1966 as Formula Mini-7; restricted tuning 850 engines, control tyres, designed for low-budget racers starting out. It was the brainwave of the original Mini 7 Club (then a social/racing society, mainly for the Mini) and the 750 Motor club (the pioneers of low-cost motor-sport). In 1970, Formula Mini-7 became just Mini Se7en when Mini 'Mille' Miglia was introduced; 1000cc, twin choke, less restricted tuning, wide slick tyres, and primarily for Mini Se7eners wishing to progress or for the generally more experienced saloon racer. Then in 1976 both were renamed Mini 850 and Mini 1000, as British Leyland, in conjunction with the now re-structured Mini 7 Racing Club, came up with a third, more high-profile series for Mini 1275GTs; this lasted five seasons before being superseded by Metros but that's another story... The basic Mini Se7en format remained unchanged for nigh on 25 years before an increase in engine size to 1000cc in 1991. What with the 850cc engine ceasing production in the early 1980s, replacement parts became harder to source and the fact that engines were incredibly highly stressed, the adoption of the more durable, milder-tuned 1000cc made sense. In line with the prevailing green issue there was a switch to unleaded fuel too, and to differentiate the two formulae once more, the sister Miglia series made the jump to 1300cc power in 1994. One final interesting statistic is the drivers: close to 2000 names appear on the rollcall over 50+ years; that averages out to nearly 40 new drivers per season... What other single-make race series can claim this strong support over such a long period?

Mini Miglia

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



Mini Se7en

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

Mini-7 S-Class

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



Mini Libre

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



www.mini7.co.uk



From the Archives

Winter Brands

20 years ago: 1999

A BUSY WINTER CHALLENGE SAW 3 RACES IN 4 WEEKS, CULMINATING IN A WELL ATTENDED FINALE AT BRANDS

Winter Series: 21 November

The end game

THE 19999 SEASON closed in topsy-turvy fashion with both Winter titles decided at Brands - Jonathan Lewis and Ian Deviny the respective champs. Meanwhile a pre-arranged side-by-side finish almost backfired on eventual race winner Ian Curley while further down the order Paul Thompson took a deserved class victory

Qualifying: Last rounds of the Winter Series, and favourite in the Miglias was Jonathan Lewis with Graham Ford an outside bet to lift the title. Bolstering the grid were a few National frontrunners, including champion Ian Curley, Peter Baldwin and Steve Bell. Thankfully the track remained dry despite the threatening clouds overhead, and on the second visit to the revamped track it was Lewis who set pole just ahead of Curley. Bell was third, Ford in fourth ahead of Baldwin and Tony Higgins. Behind them came Kevin Mason, Malcolm Holdstock, Shaun King and Mike Kearon. Mike had just won his first Mighty Mini race at Brands too. Completing the Miglia grid were Richard Bartlett, David Abbott and Mark Livermore. Unfortunately Mark withdrew his car after mechanical failure. In the Se7ens it was a three-way tug of war between Ian Deviny, Chris Huck and Paul Frankcom, the latter's retirement

from the previous weekend denting his chances. Best in class though was Kelly Rogers ahead of Matt Hayman using brother James' car and wearing his entitled #1 for the first time in 1999. Paul Thompson led row 2 ahead of Andy Burge. Row 3 contained James Hall and Chris Huck ahead of the impressive Carl Willoughby (class winner the week before) and Daniel Johnson. Ian Deviny was being ultra-conservative in his approach on row 5 alongside Pitstop proprietor Ralph Saunders. Jonathan Hudson and Jon Cullum shared row 6 and Paul Frankcom, Andrew Pilkington, Phil Lee and Damon Astin rounded out the grid.

Race: Conditions remained dry but were possibly colder than the morning. The 28 cars got away OK but bearing in mind the chilly air, fears of cold tyres and first corner spinners were prevalent among the Mini crowd. Sure enough, mayhem ensued but it all began further up the grid than might be expected. Into Paddock and Curley got into a long arcing slide on the outside of Baldwin before gathering it together, then Bell copied the stunt but couldn't quite straighten up. As the Moss car slid broadside into the dip of Hailwood's, Ford tried to aim for the inside but appeared to be nerfed from behind. The resulting bumping left both Graham and the unfortunate Burge parked on the rallycross surface with split ancillaries dripping liquids. Mason pulled off further round and Hayman ended

up in the gravel at Druids. In addition King stopped before the lap's end. Meanwhile Lewis, Curley and Baldwin proceeded to fight it out for the lead, with Lewis gradually taking control. Out of the last corner and Lewis had slowed enough for the new national champion Curley to draw alongside in an apparently pre-arranged dead heat finish. However, this little show-boating allowed Baldwin to close quicker than the leading pair had anticipated, and in their panic to keep the Cambridge-shire man behind the order remained as it was with Ian pipping Jonathan by 0.06s, and Peter the same distance in third. Lewis also set a new lap record, way quicker than that set by Curley back in September. Of the rest, Bell recovered from his early mishap to run out fourth, less than 2s behind the leaders, with Higgins and Abbott enjoying a close battle for fifth, this pair separated by no more than a car's length at the finish. By taking a steady seventh, Holdstock ended up second overall in the points table by just a single point while Bartlett's comeback drive netted him a safe eighth. Last of the Miglias was Kearon who found himself a lap down by the end. The permutations in the 1000cc class were altogether more complicated but no less entertaining than their 1300cc counterparts. Race honours eventually went the way of Thompson for the second time in a month, the Leicester driver overcoming a very impressive challenge from Hall, and justifying all the work put in to straighten out his car in the week. Young master Hall is surely one to watch for the future too. Frankcom drove a mighty race from his lowly start position, leading a gaggle of

cars over the line in the battle for the last podium place. The order behind Paul was Cullum, Willoughby, Saunders and Johnson, with Deviny doing enough to stay ahead of Huck, both on the road and in the final standings, by a comfortable 7 points in the end. Rounding out the field were Pilkington, Hudson, Rogers and Astin. Missing from the action after 2 laps was Lee who, according to more than one onlooker, found himself unceremoniously bundled off the track into the Druids tyrewall by Hudson's seemingly brake-troubled car, the latter having nearly taken a bemused Astin with him too. Of Rogers' lowly finish, having led for the opening lap, Kelly accidentally caught the ignition switch and his car coasted to a halt, losing over a lap before he realised what had happened. Thereafter the Kent racer charged back into the fray and proved that apart from his small error, he would have otherwise walked the race, establishing a new fastest lap into the bargain •

RW

Paul Frankcom was third in Se7en category (top); Winter Miglia Champ' Jonathan Lewis (bottom)
Photos: M7RC Archive (Pitlane)

*full info in: Pitlane Spring 2000 issue

RESULT: 21 November (BRSCC)

Winter Miglia/Se7en Rd 6 10 Laps

1	0	Ian Curley m	9:27.630 / 77.88 mph
2	20	Jonathan Lewis m	
3	2	Peter Baldwin m	
4	14	Steve Bell m	
5	33	Tony Higgins m	
6	29	David Abbott m	
7	66	Malcolm Holdstock m	
8	15	Richard Bartlett m	
9	12	Paul Thompson 7	
10	76	James Hall 7	
11	25	Michael Kearon m	9 laps
12	27	Paul Frankcom 7	9
13	23	Jon Cullum 7	9
14	60	Carl Willoughby 7	9
15	49	Ralph Saunders 7	9
16	75	Daniel Johnson 7	9
17	4	Ian Deviny 7	9
18	41	Chris Huck 7	9
19	98	Andrew Pilkington 7	9
20	32	Jonathan Hudson 7	9
21	79	Kelly Rogers 7	9
22	36	Damon Astin 7	9
dnf	46	Phil Lee 7	2 Laps
dnf	81	Shaun King 7	0
dnf	11	Andy Burge 7	0
dnf	1	Matt Hayman 7	0
dnf	17	Kevin Mason m	0
dnf	24	Graham Ford m	0

ns	93	Mark Livermore m
ns	7	Tom Francis 7
ns	22	James Hayman 7
ns	39	Richard Pulley m
ns	73	Mark Wanstall 7
ns	84	Gerald Rolston m

FL/m J Lewis 0:54.863 - 80.46 mph (rec)
FL/7 K Rogers 0:59.857 - 73.75 mph (rec)

1.226-mile Indy circuit





From the Archives

Winter Brands



30 years ago: 1989

WITH THE NATIONAL CHALLENGE OVER, BRANDS PLAYED HOST TO A PAIR OF NON-CHAMPIONSHIP 'TEAM PURSUIT' HANDICAP RACES

Non Championship: 5 November

Danny cuts deficit - but Tina tops winning team

ALTHOUGH NOT a championship race, the idea of a 'Team Pursuit' match between the two classes pulled in a healthy entry, won overall by Danny Allpress for the Miglias, but the less powerful Se7ens won the day, led home by Tina Cooper from brother Steve

The organisers had the interesting idea of matching Mini 7 against Mini Miglia in a 'points-scoring' pursuit race backed by regular SDMC sponsors Lex Mead. The 850 cars started with a 30s advantage, but to further complicate matters a group of five started at the back with an extra 10s penalty because of yellow flag offences in practice. These included the fastest car on the track, Brian Kippax's Miglia. Michael Jackson headed a tight bunch of five Mini 7s in the opening laps, but Tina Cooper took over going into lap four, and brother Steve soon followed through. Jackson. Steve Martin and Neil Johnson were close behind, and leading Miglia man Danny Allpress

was next on the road. By lap six Allpress was among the slower cars, and he moved into the overall lead at Paddock on lap eight. The Coopers stayed clear of the pursuit in the next two places, but over the final couple of miles as the handicap unwound, Bev Comber took fourth and Chris Tyrrell moved up top sixth behind Martin and Jackson •

Non Championship: 26 Nov'

Cooper captains Se7ens - as Comber leads Miglia chase

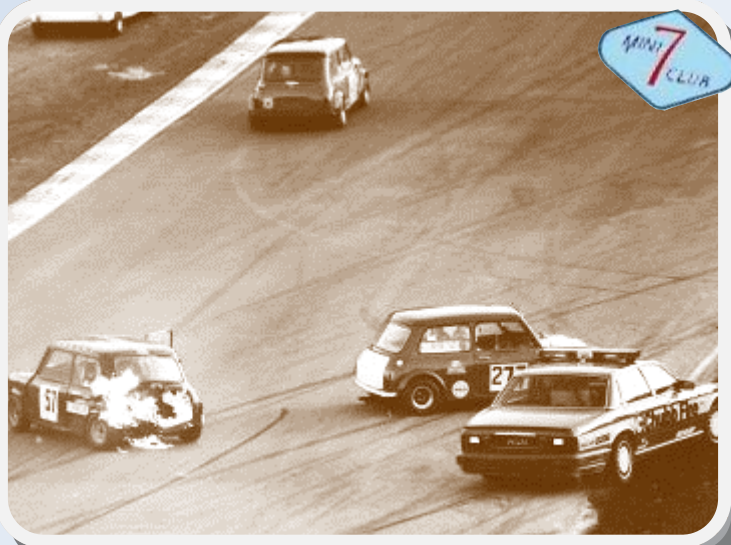
FOR THE SECOND 'Team Pursuit' challenge, the Se7ens ran out winners again by a greater margin than before, thanks in part to

pursuit Jaguar were quickly in action and there was a minimal delay after the red flag was shown for the circuit to be hosed down. From the restart, Alan Rogers led off the outside of the front row while Bev Comber and Chris Tyrrell headed the Miglia bunch. Rogers was demoted by Steve Cooper and Eian Riddiford at Paddock on lap five, these two maintaining a pace which kept them safely clear of the quicker cars. Comber had a bad lap when he missed a gear just after half-distance, which left him third on the road and just under three seconds behind Cooper at the flag •

reports courtesy Motoring News

Miglias in team pursuit (top); GilliMin's fiery race stoppage on 26 November (below)
Photos: M7RC Archive (Shell)

**full info in: M7RC Archive 1989 issue*



RESULT: 5 November (7 Oaks & DMC)

Se7en/Miglia	Non-Champ'	10 Laps
1 69	Danny Allpress m	10:04.9 71.65 mph
2 5	Tina Cooper 7	
3 3	Steve Cooper 7	
4 19	Bev Comber m	
5 127	Steve Martin 7	
6 4	Mike Jackson 7*	
7 111	Chris Tyrrell m	
8 6	Neil Johnson 7	
9 269	Sean Tierney m	
10 506	Brian Kippax m	
11 155	Paul Oates m	
12 74	Jamie Coles m	
13 58	Andy Braggins 7	
14 170	Alan Wilshire m	
15 7	Tim Sims 7	
16 277	Gerard D'Amato m	
17 11	Eamonn Moran m	9 laps
18 169	Steve Hart 7	9
19 92	Richard Venner 7	9
20 29	Mick Collard 7	9
dnf 67	Tony Foreman m	5 laps
dnf 88	Dan Wheeler 7	3
dnf 108	Mark Stokes m	2
dnf 501	Tim Wager m	1
dnf 122	Alan Shields m	0
dnf 107	Paul Jackson m	0
dnf 505	Peter Sansbury m	0

ns 148	Alan Rogers 7
ns 257	Philip Gillibrand 7
ns 157	Richard Bartlett 7
ns 38	Nigel Muskett 7
ns 64	Eian Riddiford 7
ns 90	Lawrence Nutley m

FL/m	D Allpress	0:56.8 - 76.98 mph
FL/7:	T Sims	0:59.0 - 73.46 mph

* #4 running development 1000cc M7 engine

~ Team Pursuit Race, top 14 positions score - Se7ens beat Miglias 53 pts to 52 pts

RESULT: 26 November (BHRG)

Se7en/Miglia	Non-Champ'	10 Laps
1 3	Steve Cooper 7	10:02.7 / 71.91 mph
2 64	Eian Riddiford 7*	
3 19	Bev Comber m	
4 127	Steve Martin 7	
5 111	Chris Tyrrell m	
6 88	Dan Wheeler 7	
7 7	Tim Sims 7	
8 269	Sean Tierney m	
9 277	Gerard D'Amato m	
10 155	Paul Oates m	
11 105	Philip Jose 7	
12 122	Alan Shields m	
13 501	Tin Wager m	9 laps
14 67	Tony Foreman m	9
15 169	Steve Hart 7	9
16 38	Nigel Muskett 7	9
17 92	Richard Venner 7	5
dnf 6	Mike Jackson 7	9 laps
dnf 148	Alan Rogers 7	8
dnf 505	Steve Rumpy Smith m	6
dnf 90	Laurence Nutley m	0
dq 586	Richard Wager 7	10 laps
ns 57	Frank Gillibrand 7	
ns 586	Dave Braggins 7	
ns 170	Alan Wilshire m	
ns 11	Eamonn Moran m	
ns 69	Danny Allpress m	
ns 506	Brian Kippax m	
ns 104	Paul Makepeace m	

FL/m	B Comber	0:56.1 - 77.26 mph
FL/7:	S Cooper	0:58.9 - 73.58 mph

* #64 running development 1000cc M7 engine

~ Team Pursuit Race, top 14 positions score - Se7ens beat Miglias 59 pts to 46 pts

1.2036-mile Indy circuit



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From the Archives



Winter Brands
40 years ago: 1979

THE FINALS OF BOTH TEAC SERIES WERE IN NOVEMBER, THEN A NON-CHAMPIONSHIP INVITE CLOSED THE SEASON IN DECEMBER

TEAC Mini-7: 18 November

It's Hall together now

THE TEAC Mini-7 series finished on a high note in terms of the leading battle, a terrific dice seeing Stephen and Gary Hall sandwiching Jim McDougall for the rostrum places

Non-Championship: 2 Dec'

Wager's a good bet

- Class wins for McDougall & Baldwin

ROUNDING OUT the season was a non-points invite for all three classes, and in the wet conditions Richard Wager (1000) won overall from both the leading 850 and 1275 cars

Peter Baldwin had pole for the Mini race, this time driving his 1275 GT model, but the lighter special saloon (Miglia) 1-litre car of Richard Wager took an early lead and fought off a challenge from Baldwin. Another challenge soon materialised, not from Baldwin but from Jim McDougall's 850 car, which was revelling in the wet conditions. McDougall never led at the start-finish line yet was clearly quicker than Wager through the corners, but Wager sensibly held a

It's been some time since two brothers have appeared to dominate in Mini racing but brothers Stephen and Gary Hall are close to doing just that in the TEAC 850 Mini 7 Championship. Jim McDougall was out to spoil the family fun, though, particularly as the race was being sponsored by Jack Whitehead of JW Speedparts. From the outside of the front row, Gary took the lead with Stephen and McDougall in hot pursuit. Six cars were eliminated at Druids on the first lap, making for an unusually spread out race. McDougall coolly took Gary on the inside at Druids on lap 3 and repeated the move on Stephen on lap 4. But a really tight line at Clearways a lap later saw

tight line at Surtees, McLaren and Clearways on the vital last lap, knowing he had the power to pull ahead from there to the flag •

report courtesy Motoring News

RESULT: 2 December (BARC)

Mini 1275/1000/850 NC 10 Laps

1 23 Richard Wager m 11:10.7 / 64.60 mph

2 99 Jim McDougall 7

3 9 Peter Baldwin gt

4 89 Peter Allen 7

5 100 John Lambe 7

6 91 Colin Beckwith 7

7 102 Alan Lawrence 7

8 15 Robert Mayo-Bignell gt 9 laps

9 32 Martin Robson m 9

dnf 29 Mike Timbrell m 7 laps

dnf 87 Andy Abrams m 6

dnf 7 Peter Day gt 1

ns 41 Paul Rowland m

ns 24 Jon Harvey m

ns 70 Nicholas Skegg m

ns 73 Nick Lemon m

ns 85 David Collins m

ns 90 Chris Davison 7

FL/7 J McDougall 1:04.6 - 67.07 mph

FL/m R Wager 1:04.8 - 66.87 mph

FL/gt P Baldwin 1:06.5 - 65.16 mph

1.2036-mile Indy circuit

Stephen back into the lead and despite the persistent attention of 'Superfine' right up to the flag Hall S got the verdict by no more than a yard. Hall G slipped back to enjoy the action. Some way back, in Mini terms, Keith Winchester took fourth after Richard Hamlyn's demise at half distance, with Steve Mole and Terry Hudson fifth and sixth after a race-long duel •

report courtesy Autosport

TEAC 1000: 18 November

May motors to close win

IN THE corresponding TEAC Mini 1000 (Miglia) finale an equally entertaining battle saw Derek May pip David Huck to the win, with Paul Rowland's fourth enough for the class title

The 1000cc Minis could manage 'only' five crashes as the last race of the day got under way. In fact the victims included the 850 Imp of Stephen Holland, which was given a run after failing to make the special saloon grid. On a rather empty track, Derek May was left to fend off the forceful but somewhat ragged attentions of David Huck, who was only half a length down at the finish. Third placed Peter Calver was a very lonely man after John Meale fell off the pace, and fourth man Paul Rowland headed home a bunch of six cars, winning the Jack Whitehead/TEAC championship in the process •

report courtesy Motoring News

Gordon Levett's 850 caught in melee (top); just after pack arrived at Druids (below)

Photos: M7RC Archive (J Parish)

*full info in: M7RC Archive 1979 issue

RESULTS: 18 Nov' (7 Oaks & DMC)

TEAC Mini-7 (850) Rd 6 10 Laps

1 1 Stephen Hall 10:11.7 / 70.83 mph

2 9 Jim McDougall

3 22 Gary Hall

4 96 Keith Winchester

5 76 Steve Mole

6 30 Terry Hudson

7 17 Roy Finlay

8 43 Philip Williams 9 laps

9 110 Colin Aitken 9

10 111 John Bailey 4

dnf 41 Jonathan Lewis 6 laps

dnf 72 Richard Hamlyn 5

dnf 40 Mick Collard 0

dnf 48 Gordon Levett 0

dnf 60 Mike Rudd 0

dnf 73 Bob Vanson 0

dnf 100 John Lambe 0

dnf 102 Alan Lawrence 0

ns 37 Johnny Thorne

ns 63 Tony Tapley

ns 64 Gary Coles

FL: J McDougall

0:59.7 - 72.58 mph

TEAC Mini 1000 (Mig) Rd 6 10 Laps

1 5 Derek May 9:39.0 / 74.84 mph

2 75 David Huck

3 28 Peter Calver

4 41 Paul Rowland

5 36 Trevor Jones

6 16 Ken Brown

7 48 Keith Clipsham

8 23 John Meale

9 38 Keith Vinycomb

10 66 Paul Forster

11 43 Jeff Vowles

12 89 Keith Calver 9 laps

dnf 29 Mike Timbrell 0 laps

dnf 30 Graham J White 0

dnf 70 Nicholas Skegg 0

dnf 85 David Collins 0

dnf 86 Tim Cockle 0

ns 59 Terry Attoe

ns 1 Chris Lewis

ns 32 Ken Scott

ns 69 Charles Hill

FL: D Huck

0:56.4 - 76.83 mph

1.2036-mile Indy circuit



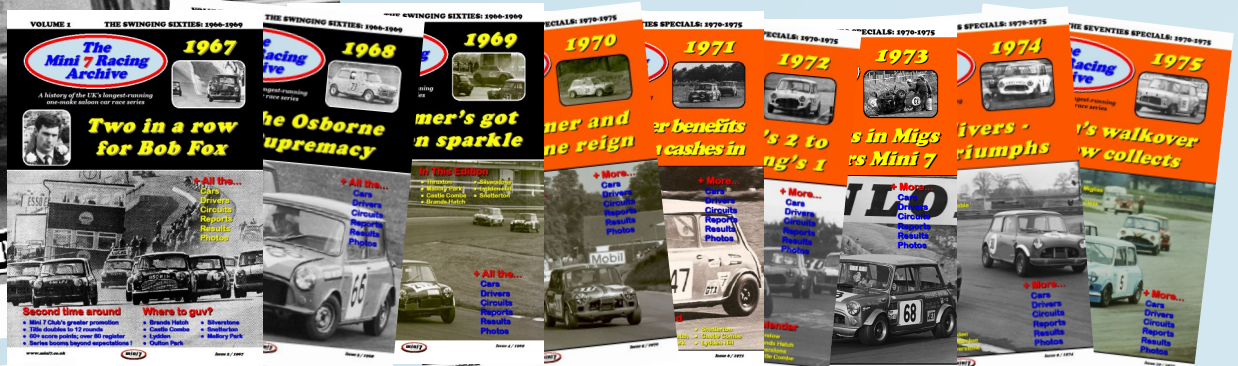


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Pit & Paddock 2019: Issue 9



From the Archives

Winter Brands



50 years ago: 1969



THE NATIONAL FORMULA MINI-7 CHALLENGE WENT DEEP INTO WINTER, WITH THE FINAL TWO ROUNDS BOTH AT THE KENT VENUE

Formula Mini-7: 16 November

Rope walks it

HAVING BEEN there or thereabouts all season, Mike Rope finally found the winning touch to lead home all the title contenders

Although the track was beginning to dry out for the start of the second event, it was of little assistance to poleman Graham Wenham, who found himself one of many unable to get going at flagfall. Mick Osborne made the most of this state of affairs and he had little difficulty in dominating the event; his Claydon 'bin' was 3.4s ahead of the opposition at the end of 10 laps. Second place was occupied by Viv Church's Trident Mini, ahead of Clive Trickey's Triple-C variant and championship leader Paul Gaymer, but Gaymer gradually warmed up to the contest and with neat moves at Paddock on laps six and eight slipped into the runner-up position. Dennis Fernie ran a consistent fifth all the way in the car he shares with Chris Tyrrell, while Mike Osborne and John Digby filled the next two places after Barry Ward took a trip up the GP circuit from seventh on lap two •

report courtesy Motoring News

Formula Mini-7: 7 December

Mike's magic Rope trick

FOR THE championship finale, it was on-form Mike Rope who sailed to a second win in a row on a very wet track

On the first lap of the FM7 race there was a frightening moment when Martin Mounsey spun at Bottom Bend while lying fourth and cars went everywhere trying to avoid him. Clive Trickey led for the first three laps until a daring manoeuvre into Kidney put Mick Rope ahead, where he stayed. Mick Osborne looked like a challenger to Trickey until lap 4, when a muddy moment at Bottom Bend dropped him back into the sights of Dennis Fernie, who tried in vain to close the gap to third, while Viv Church was a lonely fifth after

the first-lap incident had split the field. A good drive through the field was made by Paul Gaymer after a push-start to eighth on the road, his 10 secs penalty costing him only one place in the results •

report courtesy Autosport

Migs go forth

For the fourth run out of the 998cc Miglia concept on 7 December, John Holloway and Syd Ryder were in the entry alongside the 851-1000cc runners in the up-to-1000cc Janspeed Challenge Saloon car race. Holloway picked up the Miglia 'class-within-a-class' award, his second, while the 8-lapper was won overall by Bill McGovern's 848cc Bevan Hillman Imp from John Turner's 1.0 example, Mike Rope's FM7 in third and Peter Baldwin's free-formula Mini fourth •

RW



Mike Rope won both Brands FM-7 'Winter' races in his Claydon car (left); Janspeed Saloons saw Pete Baldwin's Free Formula (below)
Photos: M7RC Archive (M Magee)

* full info in M7RC Archive 1969 issue

RESULT: 16 November (TEAC)

Formula Mini-7	Rd 12	10 Laps
1	36 Mike Rope	11:49.6 / 62.91 mph
2	35 Paul Gaymer	
3	39 Viv Church	
4	47 Clive Trickey	
5	33 Dennis Fernie	
6	56 Mick Osborne	
7	40 John Digby	
8	32 Martin Mounsey	
9	51 Graham Wenham	
10	31 Norman Pierce	
11	45 Richard Williams	
12	49 Bill Shepherd	
13	52 Frank Anderson	
14	34 Rod Brown	9 laps
15	37 Ray Kortlang	9
16	46 Jim Burrows	9
dnf	43 Len Brammer	6 laps
dnf	50 Richard Walden	4
dnf	3 Barry Ward	2
dnf	44 Peter Robinson	1

ns	48 Reg Armstrong
ns	30 David Pryce
ns	41 Danny Crosbie
ns	53 Jeremy Warrell
ns	54 Peter Drane
ns	55 Ian Briggs

FL: M Rope + P Gaymer
1:09.2 - 64.51 mph

RESULT: 7 December (M7C)

Formula Mini-7	Rd 13	8 Laps
1	141 Mike Rope	9:23.8 / 63.36 mph
2	137 Clive Trickey	
3	156 Mick Osborne	
4	136 Dennis Fernie	
5	154 Viv Church	
6	151 John Digby	
7	157 Ian Briggs	
8	158 Mike Smith	
9	155 Paul Gaymer	

Other finishers:

145 John Flack
153 Rod Brown
161 Norman Pierce
162 Tony Jolley
167 Robin Brookes

dnf 159 John Parsons
dnf 160 Colin Pope
dnf 165 Martin Mounsey
dnf 169 Mick Collard

ns 140 John Osxborrow
ns 146 Raymond Soames
ns 152 Graham Wenham
ns 163 Danny Crosbie
ns 164 Richard Walden
ns 166 Peter Drane
ns 168 Frank Anderson
ns 170 ?

FL: M Rope
1:08.8 - 64.58 mph

1.24-mile Indy circuit



Archive Library



ROLL OF HONOUR

The Champions

NATIONAL MINI SE7EN

1966	Bob Fox
1967	Bob Fox
1968	Mick Osborne
1969	Paul Gaymer
1970	Len Brammer
1971	Graham Wenham
1972	Reg Armstrong
1973	Mick Moss
1974	Chris Tyrrell
1975	Graham Wenham
1976	Graham Wenham
1977	Martin Goodall
1978	Steve Hall
1979	Patrick Watts
1980	Jonathan Lewis
1981	Gary Hall
1982	Gerald Dale
1983	Chris Gould
1984	Chris Gould
1985	Russell Grady
1986	Chris Tyrrell
1987	Chris Tyrrell
1988	Malcolm Joyce
1989	Steve Cooper*
1990	Bill Sollis*
1991	Bill Sollis*
1992	Mike Jackson*
1993	Tina Cooper*
1994	Ian Curley
1995	Mike Jackson*
1996	Phil Manser*
1997	Steve Bell
1998	Matthew Hayman
1999	Dave Braggins
2000	Dave Braggins
2001	Tim Sims*
2002	Tim Sims
2003	Tim Sims
2004	James Hall
2005	Paul Thompson
2006	Andrew Deviny
2007	Max Hunter
2008	Paul Thompson
2009	Kane Astin
2010	Paul Spark
2011	Paul Spark
2012	Paul Spark
2013	Andrew Deviny
2014	Andrew Deviny
2015	Paul Spark
2016	Ashley Davies
2017	Charlie Budd
2018	Max Hunter
2019	Jeff Smith

* Overall Champion Award:

Rover Mini Cooper to National 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
2019	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
2019	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
2019	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

GRAHAM HILL MEMORIAL

TROPHY - S Class Under 17

2018	Thorburn Astin (U-17)
2019	

CADWELL PARK SERIES

1978	Chris Tyrrell (overall)
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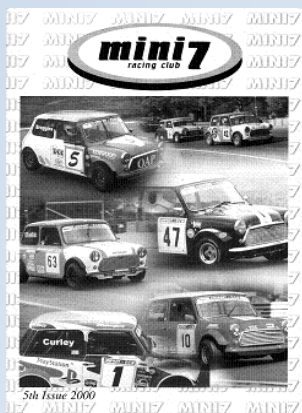
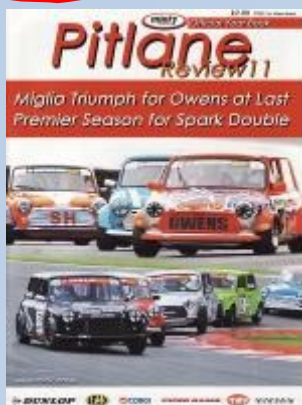
CASTLE COMBE SERIES

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

LYDDEN SERIES - 7 / MIG

1983	Barbara Cowell / Peter Moore
1984	Chris Gould / Dave Titmuss
1985	Peter Kavanagh/Grant Munday
1986	Chris Tyrrell / Bev Comber
1987	Bill Sollis / Bev Comber
1988	Bill Sollis / Mark 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 Winnifrieth
2002 Andy Hack
2003 Nick Tandy
2019

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
2019

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 Ormerod
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
2019

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
2019



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



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



The range is now available to browse and purchase online.

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

Please take a look in the next few days

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

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



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Mini Se7en

#	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
26	Nigel DAVIES
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
73	Arnold DUNCAN n
76	Jo POLLEY
77	Andrew DEVINY
88	Kieren MCDONALD
89	Tom HARTWELL
94	Lee ROBERTS
95	Julian PROCTOR
31	Ian Briscall
44	Duncan Emmett
84	Rob Pearson



0

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Mini Miglia

#	Driver
1	Aaron SMITH
11	Kane ASTIN
12	Wayne GRAYER
15	Gordon POCOCK
17	Rick JESSOP
18	Elliot 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
87	Stuart WRIGHT n
92	Jason PORTER
99	Richard WAGER
6/81	Alfie Brown



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Mini-7 S-Class

#	Driver
706	Jo POLLEY
708	Scott KENDALL
711	Damien HARRINGTON
712	Greg DAW
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
700	Morgan Lewis
707	Roland Parsloe
723	James Bull
724	Richard BULL
746	Michael Dryden
766	Stephen Colbran
791	Shaun Tarlton
792	Kevin O'Shea



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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
149	Gary Warburton
171	Dan LEWIS
177	Peter CREWES
186	David FRANKS
474	Josh EVANS
500	Rob DAVIS
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.



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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.

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