

Pit & Paddock

2020

Official Newsletter of the Mini Seven Racing Club

2020: Issue 1



www.mini7.co.uk

Mini Se7en:
Ever present

DUNLOP MINI CHALLENGE
supported by MINI SPARES

STOP PRESS!
*Coronavirus
halts all UK
motorsport*

*When
will*

~~Let the fun begin~~

~~It's all go~~ for the 55th season of action-packed Mini racing?

*Mini S-Class:
Grids on the up*

Mini Miglia:
Powered up

Brands O-Plate Report

- *Se7en: Smith sweeps up*
- *Miglia: Peacock's prize*
- *S-Class: O'Brien on top*
- *Libre: Harvey's haul*

Preview of Silverstone 2020
Winter Challenge opener

Latest news

Technical updates

Awards evening

From the Archives

Seasonal Silverstone



Mini Libre: Invitation class set to expand



PIPER CAMS

www.minispares.com

Supporting the Mini owner since 1975

Exclusive
engine internals from
Mini Spares

Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

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

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

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

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



mini spares

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Minispares - LONDON

LONDON (M25/A1 Junction) MINISPARES HEAD OFFICE
Cranbourne Industrial Estate, Cranbourne Rd.
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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Sponsor of the 'Spax Spectacular' Improver Awards - for most places made up by a Mini Se7en driver in the race from their grid position
www.spaxperformance.com



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www.pipercams.co.uk



Sponsor of the Race Trophy awards
www.curleyuk.com



HORSES FOR COURSES

In times of trouble and strife there are those that carry on regardless come what may, and there are some who are prone to giving up at the slightest bit of hardship. As I write, the planet is in a state of limbo as COVID-19, or Coronavirus, gradually undermines the way we live and go about our business, so to speak. With the World Health Organisation (WHO) having rated the current global outbreak a pandemic, 'merchants of doom' are no doubt lining up to remind us all of our mortality, and students of theology will quote the impending arrival of The Four Horsemen of the Apocalypse whom, if you don't know, are named Death, Famine, War and Pestilence (or Conquest). Actually, they sound like a naff heavy metal band - personally, John, Paul, George and Ringo, collectively known as The Beatles, would be more appealing as an historic 4-piece resurrection! Seriously though, the threat of Coronavirus has already begun to have a major effect on sporting events, and in the world of motorsport not even

the might of F1 and its associated 'riches' have been able to prevent the cancellation of the Australian GP, or indeed assure race fans that the remaining fixtures in the 2020 season will even occur. Therefore, based on a spiral-down logic, what does this mean for club racing and the M7RC calendar? Well, early feedback from Motorsport UK suggested that wholesale cancellation of club events would be less likely, perhaps because spectator numbers will not be anywhere near those of a packed international event like a Grand Prix, and thus the percentages of the virus being transmitted are lower. And to be realistic, there should be copious standing room at a Winter clubbie! However, as from Tuesday 17 March, all motorsport in the UK has been suspended until at least the end of April, which might seem bleak. But, life will carry on, and it only needs two horses to make a race...

RW



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CONTACTS

EDITOR

Richard Williamson
 e: richard.williamson@mini7.co.uk

REPORTERS

Roy Sisley, contributors invited...

PHOTOS

Matt Barrington (mbracephotography.co.uk)
 e: matthew-barrington@hotmail.co.uk
 Pete Waller, Kathryn Robinson

WEBSITE / SOCIAL MEDIA

Stephen Colbran
 e: info@stephencolbran.co.uk

CHAIRMAN

Nick Cooke
 e: nick.cooke@mini7.co.uk

COMMERCIAL MANAGER

Colin Peacock
 e: colin.peacock@mini7.co.uk

COMPETITION MANAGER / MERCHANDISE

Mike Jackson
 e: mike.jackson@mini7.co.uk

MEMBERSHIP

Barry Payne
 e: membership@mini7.co.uk

TREASURER

Jeffrey Parish
 e: jeffrey.parish@mini7.co.uk

DRIVERS REPS

Mark Sims (Miglia)
 e: mss@clearsons.co.uk
 Darren Thomas (Se7en)
 e: dthomasautos@gmail.com
 Ben Butler (S-Class)
 e: bwdecoratingservices@gmail.com
 Phil Harvey (Libre)
 e: motley.mini@virgin.net

TECHNICAL SUB-COMMITTEE REPS

Phil Harvey
 e: motley.mini@virgin.net
 Mark Wanstall
 e: rightline@btinternet.com

TECHNICAL SCRUTINEERS

Steve Wood
 e: stevewood26@live.co.uk
 Julian Affleck
 e: julianaffleck@hotmail.com

CLUB SAFEGUARDING OFFICER

Amanda Proctor
 e: amandaproctor0510@hotmail.co.uk

PREVIEW:

0-Plate Winter Challenge Rds 1+2+3

Silverstone...

21-22 March...

POSTPONED!

THE MUCH ANTICIPATED 2020 MINI SEVEN RACING CLUB SEASON KICKS OFF ON THE SILVERSTONE 'CLUB' CIRCUIT WITH A BUSY 3-ROUND OPENER FOR THE '0-PLATE' WINTER CHALLENGE, A 6-RACE SERIES WHICH CONCLUDES IN NOVEMBER AT BRANDS HATCH...

Miglia
Lap Record
Tony Le May
Time: 1:08.137
Ave speed: 86.60 mph
Set: 7 April 2007
1.639-mile
National circuit

WINTER MIGLIA

In a year which sees the 1.3-litre Miglias marking their 50th Anniversary, a competitive line-up is promised for the re-titled Winter Challenge, which now incorporates the coveted '0-Plate' award across all six of the scheduled rounds that bookend the 15-round National Challenge. Heading the entry is 2019 Miglia Winter champion, Colin Peacock in his Bill Sollis-run car and numbered #0 after triumphing at Brands last November, while another former

Miglia Winter title winner is Jonathan Lewis, 21 years ago in 1999! Kane Astin, Rupert Deeth and Sam Summerhayes should be strong contenders too, while in between developing high-tech electronic systems for Grand Prix teams, Gordon Pocock has been racing in the formula on and off for the best part of four decades •

WINTER LIBRE

Going into its fourth season, the semi-invitational 'Free Formula' offers an A-Series

alternative to Miglia, and has seen increasing entries as drivers opt for traditional 5-port examples ranging from 1293cc upwards, or going for more 'exotic' 16-valve heads or 7- and 8-port variations. With its own scoring structure, top prize is the ST Trophy, originally donated to the M7RC by BMC's Special Tuning department back in the late 1960s. Phil Harvey has won the past two National titles and also the inaugural Winter trophy in 2019. Confirmed entries include Dan Lewis who will be hoping to expand on his brief class debut at Thruxton last season, and former Se7en Winter titleist Andrew Deviny (2000) who, having won the opening round at the corresponding meeting here last season, is converting his normally 1-litre machine for the weekend •

PREVIOUS WINNERS:

National Circuit

2019	Colin Peacock / Joe Thompson
2013	Peter Baldwin x2
2007	Andy Hack
2005	Sarah Munns
2004	Peter Baldwin x2 / Max Hunter
2003	Bill Sollis / Martin Wager
2001	Rob Cullum / Kelly Rogers



Mini Libre

Lap Record

Phil Harvey

Time: 1:09.647

Ave speed: 84.79 mph

Set: 30 March 2019

1.639-mile National circuit

PREVIOUS CLASS WINNERS:

National Circuit

2019 Phil Harvey / -



...PREVIEW:

...0-Plate Winter Challenge Rds 1+2+3

Silverstone

21-22 March

...FOUR CLASSES WILL DO BATTLE AROUND THE CLASSIC NATIONAL LAYOUT, FEATURING THE LEGENDARY COPSE CORNER, MAGGOTS CURVE, THE SWITCHBACK BECKETTS, THE DECEPTIVELY QUICK CLUB STRAIGHT AND THE CHALLENGING BROOKLANDS-LUFFIELD SECTION

POSTPONED!

Se7en
Lap Record
Andrew Deviny
Time: 1:14.398
Ave speed: 79.30 mph
Set: 22 March 2003
1.639-mile
National circuit



WINTER SE7EN

Among the 1-litre Se7ens which have been going four years longer than the Miglias, at #1 former BTCC racer Jeff Smith will be out to defend his Winter crown in addition to the National title he claimed last season too, but will have the likes of double National champ' Max Hunter and proven race winner Darren Thomas to contend with. Others lining up looking to racking up some decent points before the November leg include last season's Novice standout, Glen Woodbridge, lady racer Jo Polley (Jeff Smith's other half), Arnold Duncan in the 'works' KAD-tuned car, Jordan Sims as teammate to Thomas and also newcomer to the category, Adam Gould •

WINTER S-CLASS

First introduced in 2006, the budget-tuning feeder category to Mini Se7en enters its second year as a fully stand-alone class gridded behind the main Se7en pack. With 2018 & 2019 Champion Scott Kendall moving up to Miglias, Connor O'Brien must start as favourite having won the Winter S-Class title last season, while Greg Daw is a former Mighty Mini champion who has acquired the successful Kendall car, tuned incidentally by his father-in-

law and renowned A-Series expert, Paul Inch. In what is an encouragingly strong entry, Jonnie Kent, Stuart Gilby and Mark Chappell all have a couple of seasons under their belts in the class, while Matthew Ayres makes his racing debut. A further incentive for young hopefuls looking to get on the motor racing ladder is the Graham Hill Memorial Trophy, re-introduced in 2018 after a gap of over three decades, and now rewarding the leading Under-17 driver in the category •

Mini-7 S-Class Lap Record Connor O'Brien

Time: 1:16.065
Ave speed: 77.63 mph
Set: 30 March 2019
1.639-mile National circuit

PREVIOUS CLASS WINNERS: National Circuit

2019 Connor O'Brien x2
2013 Julian Proctor / Ian Deviny
2007 Tristen Knight

PREVIOUS WINNERS: National Circuit

2019 Andrew Deviny / Jeff Smith
2013 Max Hunter / Andrew Deviny
2007 Max Hunter
2005 Paul Brown
2004 Paul Clark / James Hall / Joe Tandy
2003 Andrew Deviny / Nick Tandy
2001 Dave Banwell / Paul Spark



Photos: M7RC Archive (M Barrington)



BARC RACE MEETING

“Silverstone’s National Circuit provides the backdrop for the first British Automobile Racing Club event of the 2020 season, with several championships all lifting the curtain on their respective campaigns. Always a popular fixture at the start of every season for the Club, the flowing corners of the Northamptonshire venue are likely to produce plenty of thrills and spills across both days. Traditionally boasting bumper grids, the Caterham Graduates Championship will undoubtedly look to take centre stage whilst the latest crop of teenage racers will be keen to make their mark in the Junior Saloon Car Championship. Further single-make entertainment will come in the shape of the 2CV Parts.com Classic Racing Championship. Elsewhere, the Lancaster Insurance MG Owners Club, Mighty Minis and Kumho BMW championships will set pulses racing as they roar into life. Rounding out the weekend’s on-track entertainment will be racing from the Carbon8 Hyundai Coupe Cup and the **Mini 7 Racing Club**” •

www.barc.net



NEWS UPDATE NEWS UPDATE

DRIVERS' BRIEFINGS

New drivers who haven't raced at the circuit previously must report for a 'new drivers' briefing before going on track - these are in Race Control as follows: Saturday 08.00, 09.30, 10.30 & 15.00, Sunday 08.00. Meanwhile, all drivers must attend the M7RC briefing at 12 noon in the Club's allocated garage area •

www.m7rc.co.uk

TIMETABLE: Silverstone

0-Plate Winter Challenge Rds 1+2+3 21-22 March

Saturday 21 March 2020

START	FINISH	DURATION	SESSION	CLASS
08.50	08.55	5 mins	Signing-on	All
08.55	09.55	1 hr	Scrutineering	All
10.20	10.40	20 mins	Qualifying	All
12.00	12.15	15 mins	Drivers' Briefing	All
14.30	14.50	20 mins	Race 3 (Rd 1)	All

Sunday 22 March 2020

09.25	09.45	20 mins	Race 8 (Rd 2)	All
14.35	14.55	20 mins	Race 16 (Rd 3)	All



CIRCUIT LENGTH:
1.639 miles (National)

Silverstone Circuit, Towcester,
Northants, NN12 8TN

Tel: 0344 372 8200

Email: enquiries@silverstone.co.uk

Driving there:

Silverstone is conveniently situated right in the heart of the UK, approximately 90 minutes north of central London and 60 minutes south of Birmingham. Road access is exceptionally easy along the A43 dual carriageway from either the M40 or M1 •

www.silverstone.co.uk





2020 CALENDAR

DUNLOP MINI CHALLENGES SUPPORTED BY MINI SPARES

National 1+2	Croft	25-26 April (<i>Darlington & District MC</i>)
National 3+4	Donington Park	10 May (<i>BARC</i>)
National 5+6	Silverstone (<i>GP Historic</i>)	13-14 June (<i>MGCC / MG Live!</i>)
National 7+8+9	Zandvoort, NL	3-5 July (<i>CZL-CPZ / British Race Festival</i>)
National 10+11	Brands Hatch	8-9 July (<i>MSV / Mini Festival South</i>)
National 12 + 13	Brands Hatch GP	22-23 August (<i>ITR / DTM support</i>)
National 14+15	Castle Combe	3-4 October (<i>CCRC</i>)

ADDITIONAL DATES FOR YOUR DIARY

Winter Series 1+2+3	Silverstone (<i>National</i>)	21-22 March (<i>BARC</i>)
Winter Series 4+5+6	Brands Hatch	13-15 November (<i>BARC</i>)
AGM / ATD	Brands Hatch	15 November <i>new venue!</i>
Awards / Dinner Dance	Marriott Forest of Arden	January 2021

Photo: M7RC Archive

0-Plate Winter Challenge Rds 1+2+3 Silverstone

POSTPONED!

21-22 March

BARC



PIPER CAMS

NEWS NEWS NEWS NEWS

BIG PLANS FOR MIGLIA 50TH ANNIVERSARY



...M7RC AIMS FOR HALF-CENTURY GET-TOGETHER AT BRANDS HATCH MINI FESTIVAL

Plans are well under way to celebrate the landmark season of the top-tier performance Mini formula, with the early August meeting at the Brands Hatch Mini Festival earmarked for a grand gathering of former champions. The ambitious project is considering items such as posters, badges, stickers, clothing and perhaps even a set of collectors' cards with pictures of the drivers, their cars and even title-winning stats...? Former Miglia racer himself, Mark Chandler chandler-mark3@sky.com has agreed to co-ordinate the project, and already has a designer on standby with a range of mock-ups for possible inclusion, while a list of Miglia past masters is being compiled for select invitations to the big event. It is hoped that the inaugural National Miglia Champion, Mick Osborne will be in attendance, along with several dozen others, including record 7-times National title holder, Peter Baldwin. Others names that are still regularly seen in and around the

M7RC paddocks are Bill Sollis, Ian Curley, Paul Thompson and Ian Gunn, while still competing are the likes of reigning Champ' Aaron Smith, Rupert Deeth, Kane Astin and Endaf Owens. In addition, there are several Winter/Southern Miglia title winners to consider, and a quick glance in the Archives reveals one or two names still on the scene - Wayne Grayer, Martin Wager, Mark Jones and Gerald Dale. However, the M7RC has unfortunately lost touch with a number of the older drivers, and sadly one or two are no longer with us, but the Club is hopeful of getting back in touch with as many as possible, so please have a look in your old contact books or on *facebook* to see if we can trace: Phil Spurling, Russell Dell, Mike and Alan Curnow, Paul Gaymer, Roly Nix, Chris Hampshire, Paul Rowland, John Meale, Jim McDougall, Mike Fry, Chris Lewis, etc... the list makes for impressive reading and would make for a superb photo opportunity to get some or all of the Miglia masters back together in one place. Here's to Mini Miglia at 50! •

Images: M7RC Archive



INITIAL SHOCK...

Following the 2019 end-of-season AGM/ATD in January, Öhlins remains the control Mini Miglia damper (shock absorber) for 2020. In addition, BG Motorsport has now officially taken over the supply and service of Öhlins dampers too from Aurok. BGM is a company, and Öhlins dealer, that is highly respected in the industry, and who have been around for decades. Many of you will already have spoken with BGM's Ben Fricker, and he will be our single point of contact. For fuller details on pricing, servicing and dyno testing of individual dampers, contact Ben at ben.fricker@bgmotorsport.co.uk or call 01327-855200. Address is: BG Motorsport, 47-48 Silverstone Circuit, Towcester, NN12 8GZ •

Image: courtesy BG Motorsport/Öhlins

...AFTER SHOCK

Looking further ahead, for 2021 season the choice of Miglia damper has been provisionally opened up to also allow for a new Spax shock absorber which is intended to offer a cost-effective alternative to the Öhlins version. Reigning Miglia Champion Aaron Smith has instigated the renewed development with long-time M7RC sponsor Spax, and early testing over the winter has shown promise. Further testing is scheduled to be carried out during the 2020 season, so that a full set of data/spec will be available to competitors in plenty of time before the 2021 season begins •

NEWS NEWS NEWS NEWS

IAN BRIGGS

The world of UK motorsport and Mini racing lost a great competitor earlier this year with the passing of Ian Briggs at the age of 72. Fondly known as 'Briggsy' by his fellow racers, he began a long and successful racing career, firstly in Mini Se7ens in 1969 and 1970, finishing runner-up to Len Brammer in that second season and scoring a brace of victories. A move into Special Saloons was followed by Formula 4 single seaters, and another championship runner-up trophy. He briefly returned to Se7ens during 1974 before moving up into Miglias where he was an immediate winner at the end of 1975, and again into 1976 in a season that saw some immense battles among the leading 1-litre cars in the Leyland-backed Challenges. Running as part of the Wessex Kentreds/Steve Harristuned équipe, Briggsy was in the



hunt all season, taking the chequered flag first on eight occasions although one of them at Lydden where he was harshly excluded for a dragging bumper ultimately saw him consigned to another National runner-up spot, this time behind Mike Curnow. Later circuit ventures included Formula Atlantics and FF2000s but it was back in tin tops

where he finally secured a major title by winning the Ford Fiesta Challenge, more than once, also excelling in VW Polos and Ventos too. The M7RC sends its deepest sympathies to his family and friends on the loss of a true racing talent •

Ian Briggs (inset) leads the Miglia pack at Mallory Park in 1976 (above)
Photos: courtesy Autosport

PITLANE REVIEW

The M7RC's annual, full colour, 72-page Pitlane Review 2019 magazine was released in January, so if you haven't yet obtained yourself a copy, contact mike.jackson@mini7.co.uk for all posting details, or pick one up at the race meetings •



MARCUS WRAGG

Sad news reached the M7RC before Xmas of the death of former Se7en racer, Marcus Wragg, aged just 53. He started in 1987 in an old car nicknamed 'Miss-Understanding' learning his way round before obtaining the ex-Gary Hall championship winner, and armed with a CabMann engine was soon on the pace. A first on the road at Snetterton (below) in 1989 was shortlived after 'corner-cutting' but his big triumph came soon after in the Sir Alec Issigonis Memorial Mini 30th Anniversary race at Silverstone in August. Later he raced in Formula First and became a circuit instructor at Oulton Park among other circuits. His funeral took place in January at Counties Crematorium near Northampton. Our sincerest condolences to Marcus' family and friends, and to former Miglia racer Howard Hunt who passed on the sad news, having been a fellow instructor at Oulton •

Photo: M7RC Archives



THEN AS NOW ?



We've been meaning to run these 'spot the difference' pics which were originally posted late last year on the M7RC facebook page - it's none other than Mini Se7en driver Lee Roberts and mechanic Brendon Hurn, along with tangerine #94 racer, a mere 26 years apart... They haven't changed much, but the overalls are maybe a little closer fitting!

Image: M7RC Archives (courtesy B Hurn)

MINI 7 MEMORIES

Ten more issues of the M7RC Archive have been released, now making 30 years worth of the Club's history available 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 Mini 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 of individual seasons, including 1966 through to 1985, are also available from Mike Jackson on the Club stand or via the www.m7rc.co.uk website. In addition, a further 10 years worth of seasonal reviews are currently in production, and these are due to cover the seasons from 1996 through to 2005 •



NEWS NEWS NEWS NEWS



End of year report 2019:

Hi to everyone, I hope 2020 brings you good health and happiness. My first year with the Mini 7 Racing Club has been interesting. I have had to learn your ways and rules, and you have had to get used to Julian and myself. My remit is to HELP you race in a SAFE manner within your rules. I maybe work a little differently than most scrutineers, in that I like to do as many paddock checks as I can; this gives you a chance to rectify any problems before you go onto the track (if we find problems in Parc Fermé then I have to issue the relevant paperwork). It also means that you are racing with a correct car and hopefully everyone is happy.

On looking at your regulations at the start of the season I found the format a little confusing, having to move back and forth to get each class of car's rules. The Committee asked me to look at them, and with the help of Julian and Phil (Harvey) we have changed the format. Firstly, we have general rules that apply to ALL, then each class has its own section relating to what can be done. During this we came across a few items that needed some clarification, also possibly a few changes for you to vote on. I was also asked by a few Committee members to put forward a log book system for your cars. This I did, but it was thought that it was a little too deep in content - we will continue to look at it. I will however be asking you to fill in a safety sheet at the start of the season (seatbelt dates, extinguisher service date, etc).

This brings us to SAFETY issues. My second meeting with you was at Zandvoort; it was interesting for me as they had had an incident during the previous year regarding a rear-end crash and a car catching fire. To this end they

TECHNICAL UPDATES FROM THE M7RC SCRUTINEERING TEAM

were quite insistent that all cars complied with FIA rules. I negotiated long and hard so that you all could race over the weekend, but it did bring up a few problems. Your rules allow you to remove the rear valance, boot floor and also use a plastic boot lid. This removes a lot of rear-end strength and also removes a steel crumple zone from the rear (fuel tanks need to be in a protected area).

The FIA states that an approved standard tank can be used (Mini tanks not approved due to the outside filler neck and the position in the car) or an FIA-approved bag tank fitted in a safe area (expensive and only dated for 5 years+, maybe an additional 2 years, this is at the manufacturer's discretion). Historic Minis are allowed to race with an alloy tank foam filled (no sight tube), but they retain all of the steel rear panels (giving a degree of rear-end protection). Pre-1990 historic cars can also use an alloy foam-filled tank fitted in a safe area. We classed the Minis as pre-1990 to get you racing at Zandvoort.

The low-cost option to comply is to remove the sight tube (cut off and seal with bungs) and make sure your tank is foam filled (the foam cuts down the chance of an explosion). Or you may wish to buy a bag tank.

Reference to protection, a rear safety tube mounted across the inside of the boot, bolted to the rear subframe mounts, would be a good replacement for the removed original panels (or you could replace the rear end with original panels). Your Committee has discussed this at length, most are in agreement that a tube should be fitted and supplied by the Club, and monitored so that all bars are the same. (If we left it to yourselves everyone would have their own take on it using differing materials and various differing weights).

I would like to see the tube fitted to ALL CARS ALL OF THE TIME not just for Zandvoort. If you all fit one supplied by the Club then nobody is at a disadvantage (all as you are now plus a bit more weight). I hope you all saw the photo of the Subaru that hit the pit wall backwards (see left) only a few months ago at Cadwell in the wet. What would one of your Minis look like if it had hit the wall backwards? (see above) I have had members say that they have never seen a Mini hit anything backwards; to this I say I have lived many years, never been hit by a car bus or bicycle, BUT I MAY BE TOMORROW. It would be unfair to ONLY fit it to cars without a bag tank, all cars need to be the same. A bag tank is not fool-proof, just a good safety measure.

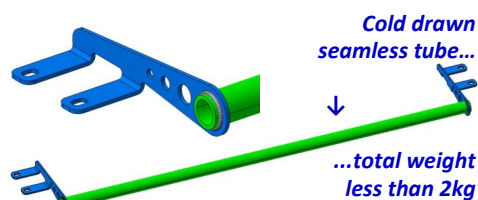
My only remit is your SAFETY, I believe that a rear safety tube would be a VERY worthwhile



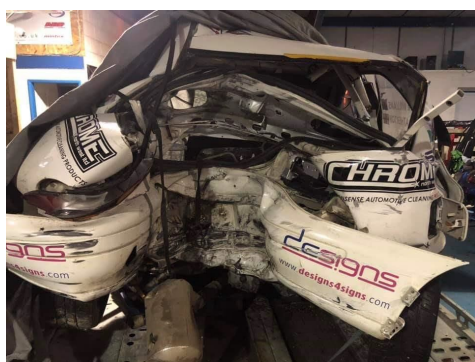
fitment, lets hope no one ever has the need for one, but we must look to make SAFETY IMPROVEMENT whenever we can. I RECOMMEND A SAFETY TUBE FITTED TO ALL CARS ALL OF THE TIME - SAFETY SHOULD COME BEFORE PERFORMANCE AND WEIGHT... •

Steve Wood

BOOT TUBE ASSEMBLY



PROTOTYPE BOOT TUBE ASSEMBLY FITTED IN A CAR



Photos: S Wood + P Harvey

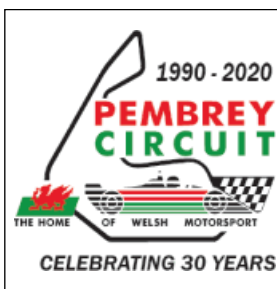
NEWS NEWS NEWS NEWS

PEMBREY TO CELEBRATE 30 YEARS OF RACING

The home of Welsh motorsport, Pembrey Circuit, is set for a milestone year in 2020 as it celebrates its 30th Anniversary, and to mark the occasion a brand new garage complex is being constructed. Officially opening its doors in 1990, the British Automobile Racing Club's Welsh venue has become a popular track for spectators and competitors alike amidst the UK racing landscape – continuing to go from strength-to-strength over the past three decades. With several track developments, including a new track layout, a revised

prise 12 double garages with capacity for 24 cars and should also benefit from a vast paddock space behind. Work on the garages is set to be completed by April, in time to kick off a summer of motorsport around the picturesque circuit, near to Llanelli in south-west Wales. In addition, a new commemorative logo – based around the original design from the circuit's inaugural year – has also been unveiled and will be used during 2020 •

Images: courtesy Pembrey Circuit



rallycross configuration and improved spectator banking during the past three years, the addition of this latest infrastructure is likely to bolster Pembrey's appeal further. Sited along pitlane next to the circuit's control tower, the new complex will com-



Thirty years, plus one...

Oddly, although Pembrey is officially celebrating its 30 Years Anniversary from 1990 to 2020, the first race meetings were actually held there the previous season. How can that be? Well, a quick delve into the M7RC Archives reveals not one, but two, race meetings where the M7RC attended, the first on 21 May 1989 and then again on 30 September 1989, and both hosted by the BARC. The records also show that

Bill Sollis (Se7en) and Richard Wager (Miglia) were the first Mini winners at the May event, incidentally the circuit licence having only been granted five days beforehand! Meanwhile at the September meeting, Neil Johnson took his maiden Se7en victory, and in Miglias there was a much-celebrated win for Gareth Mellin on home soil which arguably secured the circuit bar's future for several seasons thereafter! •

RW

Image: M7RC Archives



MINIS TO FEATURE IN LATE-SIXTIES TOURING CARS

The burgeoning Historic Mini racing scene is set to expand even further with the new Sixties Touring Car Challenge. Aimed at Group 1 and Group 2 cars that were eligible for the European Touring Car Championship between 1966-69, the series will encompass current U2TC grids for pre-66 machines, including Mk2 Minis alongside Lotus Cortinas, BMW 2002s, Alfa GTAs, early Mk 1 Escorts, Lancia Fulvias and a host of other small-engined racers. On the technical side, cars running elec-

tronic ignition will also be permitted. Several drivers closely linked to the M7RC are expected to be running Minis in the inaugural season too. Organised by Motor Racing Legends, dates are: Doning-

ton Historic Festival (1-3 May), Thruxton Historic (6-7 June), Silverstone Classic (31 July-1/2 Aug), Spa Six Hours (25-27 Sept) and Algarve Historic Festival (23-25 Oct) •

Image: courtesy MRL (O Flower)



IN BRIEF

2020 MIGHTY MINIS DATES

For those of you who may be interested, the 2020 calendar for the BARC-supported Mighty Minis championship is scheduled to run over seven weekends, with two dates matching the M7RC - at Silverstone in March and the Brands Mini Festival in August. As last year, carburettors are allowed as well as the original fuel injection 1.3-litre units •

DATE	CIRCUIT
Mar 21/22	Silverstone
Apr 11th	Donington
May 9/10	Pembrey
Jun 27/28	Thruxton
Jul 11/12	Croft
August 8/9	Brands Hatch
Sept 19th	Castle Combe

SE7EN WHEEL SHORTAGE SOLVED

With the new racing season rapidly approaching, there was some alarm when one or two newcomers to the M7RC were unable to obtain any 10x5" Mini Se7en/S-Class alloy wheels as stocks were at zero. Thankfully, a few calls to suppliers from respective S-Class and Tech Sub-Committee Reps Ben Butler and Mark Wanstall soon had a fresh supply on the shelves set aside for M7RC competitors. Advice for the future is to put in any orders well in advance •

PUTTING THE BOOT IN

The Boot Tube Assembly which the M7RC Scrutineering team strongly recommends for UK use, in addition to its requirement for Zandvoort, is available to order via Barry Payne, membership@mini7.co.uk Tech' Sub-Committee rep Phil Harvey has initially had 30 units fabricated, and cost is £50 plus p&p. Phil/Barry will have units to collect at Silverstone on Sunday 22 March •

MANDERS MINI RETURNS

The mid-90s Manders Paints Se7en of Graham Lloyd is returning to the tracks in the hands of another Midlands-based outfit, led by Ian Causon who himself raced in the formula with the GW/Midland Mufflers équipe around the same period. No news yet on whether the car will retain its original pink hue •

NEWS NEWS NEWS NEWS



TECHNICAL UPDATES

CHAMPIONSHIP BULLETIN # 3_2019

RE: S-Class Restrictor Update

To all M7RC Members and Associates

At a Committee meeting on 23 November, the issue of the proposed S-Class Restrictor for 2020 season -as initially voted in at the 2018 end-of-season AGM/ATD - was discussed at length:

TR.5.7.1.5 MINI-7 S-CLASS ONLY
xiv) Single choke Carburettor with a maximum choke size 36mm, mounted directly to the inlet manifold with no spacers **but an unmodified M7RC-supplied 32mm restrictor**. 'O' rings (IE 'Misab' carb-mounting 'O' ring plates) only permitted. Fixings are free. A multi-choke carburettor may be used with one choke isolated.
To Clarify: Fuel injection prohibited.

Due to ongoing concerns from many if not all S-Class competitors, several points were put forward questioning the viability of the above amended regulation for 2020, and below is the collective statement from S-Class Driver Rep, Ben Butler, on behalf of S-Class competitors:

"The data put forward to support the original restrictor proposal was fundamentally flawed. The initial testing was not carried out on-circuit under 'race' conditions. A dyno was used, therefore the results and the subsequent data sheet presented to the Committee were not 'accurate'. The data sheet details a minimal drop in BHP (between 0-5), which is in no way 'accurate'. After doing back-to-back

tests with this restrictor in place, under 'race' conditions, the drop in performance was found to be huge.

The cars, when using the above S-Class restrictor lose their 'edge' completely, to the point where the 'fun' is removed from driving them. The change in engine characteristics and the subsequent performance decrease would make the formula far less appealing for new and existing drivers. The natural consequence of keeping the above restrictor in place is less S-Class drivers competing as a whole and potentially these drivers leaving the M7RC altogether.

Evidence shows that the split grids (introduced for 2019) are currently working well, with the additional option of a 10-second delay allowing the Mini Se7ens and S-Class to compete with minimal interaction, ensuring each class can have its 'own' race. Looking forward to the 2020 season, the Se7ens and S-Class numbers are growing, with a good number of new cars set to join the grid.

I propose that should the need arise, I will test other restrictor options in order to ascertain their suitability to the S-Class, and share my findings with the Committee."

A further consequence of the above discussions was the issue of safety,

specifically when there are combined grids with all four classes running together. The scenario of faster Miglia/Libre cars lapping 'overly-restricted' S-Class cars on, for example, the full Brands Hatch GP circuit (potentially in front of global TV/live screening audiences), or on the Zandvoort GP circuit, was considered an unwarranted risk.

Therefore, taking this last point into consideration and also the potential for reduced S-Class registrations and dilution of what has become a successful formula, the Committee of the M7RC is advising that the introduction of the above S-Class restrictor is suspended for 2020, with the proviso that further, more comprehensive, testing may be carried out during the season. As in 2019, the S-Class will continue to be gridded behind the Mini Se7en category, with the option of a 10-second delayed start, depending on the circuit and combined, multi-class grids •

ENDS

THIS BULLETIN WAS ISSUED ON BEHALF OF THE M7RC COMMITTEE, AND OUTLINES THE DECISION TO SUSPEND THE AMENDMENT TO TR.5.7.1.5 FOR THE 2020 SEASON...

Issued by: Richard Williamson

Championship Coordinator - M7RC

Dated:

25 November 2019

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

NEWS NEWS NEWS NEWS

NEW INVESTMENT PLAN FROM MOTORSPORT UK



Motor racing governing body, Motorsport UK, has completed a study on the key risks facing the sport in the UK, and announced its New Investment Strategy to create a sustainable future at all levels. Motorsport UK has been looking closely at the fundamental challenges to the future of the sport, that together have contributed to a gradual decline in participation numbers over the past decade. These include the diminished visibility of the sport at all levels and particularly at the grass roots, which in turn creates challenges to bring new recruits into the clubs and events, a lack of younger people in the sport, a need for greater diversity, and a lack of a clearly defined competitor and officials' education pathways. As with all forms of entertainment, there is now stiff competition for a share of people's leisure time, and also larger threats on the horizon in the form of environmental issues and the changing role of the car in society. Motorsport UK has consulted with its members and clubs, responding to feedback to develop a new investment strategy designed to build a fairer, stronger more sustainable future for the sport. From its strategic review, four main areas that require investment have been identified: Sport Promotion; Member and Club development; Education and Training; and Sport Development and Innovation. At the core of this is the need for a new economic model that will see licence and permit fees bolstered by other sources of commercial income in order to invest more back into the sport. These will unlock hidden value for the members and provide new commercial partnership opportunities. The review showed that the permit and licence architecture had become overly complicated and confusing, and in the new streamlined categories, club permits will match the new licence types and as a result licence pricing has been altered for 2020 onwards. For example, to make it easier for people to get into the sport at club level, a new free-of-charge entry-level licence is being introduced, called an RS Clubman licence. The licence changes are intended both to introduce a fairer system and to encourage participation at grass roots level by removing a barrier to entry, and placing more emphasis on pay-as-you-play. For other licence types, there will be some price increase, which will vary across licence types. Motorsport UK members have been advised individually by

letter on these specific changes in November when applications opened for 2020. Importantly, the creation of a comprehensive Member Benefits scheme, offering savings on branded products and services, makes it simple to recover the cost of licence fees through the scheme. This is available to Competitors, Marshals and Officials. Alongside the new investment strategy, Motorsport UK has made a number of changes to benefit its members, which reduce hidden costs and increase accessibility for competitors. These include: no more expensive medicals for those competitors aged between the ages of 45 and 60; removing licence fees for all Officials who volunteer their time to keep the sport fair and safe; track day personal accident insurance now included with Motorsport UK competition licence (up to five times per annum); no more charges for the novice Starter Pack, now it is just the cost of the licence; improvements to members' personal accident insurance, in addition to significantly increased public liability insurance of over £100m. Motorsport UK's move to a new economic model, and the resulting plans for investment, are designed to ensure motorsport can flourish in the UK, and so that the grass roots of the sport can also reflect some of the recent successes at the elite level.

Hugh Chambers, Motorsport UK CEO said: "We studied the challenges very carefully, and concluded that we need a fresh approach and a five-year plan to reinvest in the sport. This will involve a rebalancing of the economics, and in time, the diversification of revenues away from our current reliance on the competitors. In the short term we have new initiatives that will bring money into the sport and ease that burden right away. We have a fantastic and committed community, and based on the feedback we have to these changes, I am sure that we can all work together to build a stronger future for the sport. I would like to thank everyone for the part they play and the contribution that they make".

To view Motorsport UK's Investment Strategy in full go to the following link:

<https://www.motorsportuk.org/assets/motorsportukinvestmentstrategy.pdf>

Image: courtesy MsUK

Motorsport UK's leading duo, Chairperson Dave Richards and CEO Hugh Chambers (below)

Image: courtesy autocar.co.uk



IN BRIEF



HE WHO WOULD BE KING

One former M7RC driver rumoured to be making a comeback is Shaun King, a leading Mini Se7en racer in the mid-1990s (above) before a brief foray into MGFs and other tin tops. The chosen formula is likely to be Mini Libre, possibly with a 16v engine on order from one of the leading A-Series tuners •

ZANDVOORT CIRCUIT TWEAKS

In readiness for the Heineken-backed Dutch GP in early May - the first in 35 years - the Zandvoort circuit has undergone reprofiling to some corners and runoff areas, most notably at Hugenholtzbocht, or as it is also known the 'Graeme Davis wall'. Should still be mega for the M7RC's turn in early July... •

OF COURSE YOU CAN

Castle Combe Circuit is working closely with Motorsport UK to offer an ARDS-certified race driver (Novice) training course for 2020. It offers drivers the chance to compete in eligible club-level or championship events when completed. Further details for budding Mini racers at www.castlecombecircuit.co.uk •



CASTLE COMBE ACTION DAY

The annual all-Mini thrash around Wiltshire's finest is scheduled for Saturday 12 September, so an opportunity for some of you to bed-in your racers before the National Challenge finale there a few weeks later on 3-4 October. As in 2019, hopefully the M7RC will have a display pitch where racers can be on show •

NEWS NEWS NEWS NEWS

CORONAVIRUS LATEST !!!! CORONAVIRUS LATEST !!!!

UK CLUB RACING PUT 'ON ICE' AFTER GOVERNMENT UPDATE ON COVID-19 CRISIS

With concerns growing for the forthcoming motorsport season, and in light of several major sporting and social events being cancelled due to the Coronavirus (COVID-19) pandemic, including the Australian F1 GP and several other scheduled races, organisers of the upcoming Silverstone race meeting on 21-22 March, the British Automobile Racing Club (BARC) provisionally gave the go ahead for the event to continue. However, with less than a week to go until the opening rounds of the re-titled 0-Plate Winter Mini Challenge, and following the UK Government's updated advice on 16 March for delaying the spread of the virus, and under guidance from the sport's governing body Motorsport UK, reluctantly but understandably, BARC has had to 'pull the plug' on the Silverstone opener.

In response to this decision, the following is a letter from Nick Cooke, Chairman of the Mini Seven Racing Club (M7RC):

"To all Members of the Mini Seven Racing Club.

In my many years following and participating in the sport that we all love, namely motorsport, I never thought that I would see the events that have taken place today. It was this afternoon (Tuesday 17 March) that I received the following e-mail from the British Automobile Racing Club (BARC)..."

*"Dear Nick,
In line with the government's public health advice and the direction of Motorsport UK, the British Automobile Racing Club is suspending all motorsport activity with immediate effect until the end of April 2020.*

We understand that this will be a great disappointment to many people, including competitors, teams, officials, marshals, fans and our members. However, in the current climate, it is clear that this is the correct course of action.

We will continue to monitor the situation in the coming weeks and we look forward to a resumption of activities as soon as possible, at which time we will look to reschedule the events that have been postponed.

In the meantime, we urge everyone across the wider motor sport community to follow all official guidance and do what they can to keep themselves and others safe and well. Regards"

BARC Competitions



"Within half an hour of receiving the above, I received another e-mail from Motorsport UK. The contents of this e-mail are shown below..."

*"Dear Club Official,
In line with the Motorsport UK release this morning, and Government advice, unfortunately all Organising Permits and Certificates of Exemption permits, until at least 30th April 2020, have been suspended with immediate effect.*

*<https://www.motorsportuk.org/motorsport-uk-covid-19-update/>
Should you wish to reschedule your event to a later date in the year, please email details to*

competitionsandclubs@motorsportuk.org, and we will re-issue the permit.

Pre-Pay and Certificate of Exemption events - We can reschedule or change the event type if required to other exemption types - please email details.

If you have an outstanding permit payment please use BACS if at all possible as the office will not be open - although staff will be based at home and on-line.

Should you wish to contact Comps and Clubs for any other matter - please use email.

Any updates on the situation will be announced here:

<https://www.motorsportuk.org/news-publications/>

Your support and understanding is very much appreciated during this difficult time, and we very much look forward to resuming normal service as soon as practically possible.

Kind Regards"

**Motorsport UK
Competitions & Clubs Team**



"As a consequence, our first meeting of 2020 at Silverstone, this coming weekend, will not be taking place and bearing in mind the timescale indicated in the e-mail from Motorsport UK, the first National Rounds 1 and 2 on April 25-26 at Croft will also not take place.

Owing to the seriousness of this virus, we can all understand why this action has been taken, not only to safeguard those who were going to attend, competitors and spectators, but also this action will allow the medical staff, who need to attend, to be available for more important situations that might develop.

The Committee will be monitoring events that take place, which at the moment is very unclear. As soon as we know more detailed information, then we will let you all know via Express News.

Let's hope we all get back to normal in the not too distant future.

Take care of yourselves."

Nick

Chairman of the M7RC



As the current situation is ongoing for an indefinite period of time and official advice may change at any given moment, M7RC competitors, members and associates are therefore advised to keep themselves regularly updated with any news on the Coronavirus (COVID-19) pandemic and, where appropriate, to take any or all of the actions advised •

NEWS NEWS NEWS NEWS

CLOSE-SEASON CONVERSIONS

AS USUAL THERE HAVE BEEN SOME 'BUSY BEES' IN RACE MINI GARAGES OVER THE WINTER MONTHS - AND HERE'S A SELECTION FROM THE M7RC FACEBOOK PAGE...



Dave Edgecombe has a fresh new paint scheme for his Miglia ↑ but still retains his familiar #43. Historic Mini racing is likely for Dave too...

Longtime Club member Gordon Pocock's Miglia 'office' ↓ reflects the engineering and technology from his day job with GP Systems ...



Another multi-tubed Mini 'cage' ↑ from the workshops of Endaf Owens in South Wales - this one is set to be a Miglia or possibly Libre...



Aluscious light blue ↑ replaces plush pink on the all-new Se7en of Jo Polley, with the aim of regular podiums in her second M7RC season...



Libre contender David Franks and the Fire Fighters Race Team have a new car build ↑ in progress and will "...hope to be out mid-season..."

Very tidy car ↓ from the workshops of Chris Morgan will be a welcome addition to the growing S-Class ranks... •



IN BRIEF



BIG MAC SE7EN FOR SALE

Mini Se7en and (briefly) Libre/Miglia competitor, Kieren McDonald recently offered up for sale his Big Mac Racing set-up, including a Merc' Sprinter van transporter conversion along with the race-winning Se7en and a host of spares. www.bigmacracing.co.uk for details •

LIBRE PROJECT ON OFFER

Reluctantly, former Se7en/ S-Class racer Rob Pavey has put his Libre project (below) up for sale. "I'll regret this in years to come but family comes first..." @RobertPaveyRacing •



2019 AWARDS EVENING...

The Forest of Arden Hotel
Meriden
18 January 2020



Photos: P May

THERE WAS A NEW VENUE FOR THE GATHERING OF THE CLUB 'STARS OF THE SEASON' AND AS EVER THE ANNUAL AWARDS CEREMONY WAS ONE NOT TO BE MISSED...

NATIONAL

MINI MIGLIA CHALLENGE

2ND OVERALL

A few DNFs put paid to a serious challenge but still close enough to keep the pressure on with three wins, six further podiums, four poles and three fastest laps •

RUPERT DEETH

3RD OVERALL

No fewer than eight podiums including one pole and one fastest lap •

KANE ASTIN

4TH OVERALL

A four-place jump from last season with a dozen top-10 finishes, including a podium at Zandvoort •

JASON PORTER ↓



5TH OVERALL

With ten top-10 finishes, including two podiums and one fastest lap at the season finale •

COLIN PEACOCK

6TH OVERALL

A three-place improvement from last season, showing consistency is key and all this despite spending most of his race days sideways! •

JAMES CUTHBERTSON

7TH OVERALL

With ten top-10 finishes and finishing every race he started •

PAUL SIMMONDS

8TH OVERALL

A partial season for Mark with the highlight being a podium at Brands - surely hoping for more in 2020... •

MARK SIMS

9TH OVERALL

Securing his maiden win (at Combe) and then, like buses, his second at the very next race •

SAM SUMMERHAYES

10TH OVERALL

Thankfully for the rest of us he only

entered a few races. so others have a chance of winning. But none of that FIA stuff here, so to present himself his own trophy...! •

NICK PADMORE

NATIONAL

MINI SE7EN CHALLENGE

2ND OVERALL

A season-long battle meant that, just as in 2017 and 2018, the championship was still undecided going into the final meeting, showing how competitive this series is, with ten podiums, including a trio of race wins, five poles and four fastest laps, Mini 7 Vice-Champion... •

JOE THOMPSON

3RD OVERALL

A strong season in the top 5 at virtually every race, with no fewer than a dozen top-5 placings, including seven podiums one of which was his first win (at Croft) •

DOM BURGER

4TH OVERALL

A great season by normal standards, but by his own standards probably a little off the pace, despite 13 top-10 finishes, including five podiums •

ANDREW DEVINY



THE PETER COLLINS TROPHY & THE ROVER BOWL

1ST OVERALL

MINI MIGLIA CHALLENGE

Joining the ranks of 'multiple-championship winners' with his second Miglia title in a row, a season consisting of four wins, a further half-dozen podiums, five poles and four fastest laps •

↑ AARON SMITH

...2019 AWARDS EVENING...

5TH OVERALL

A superb 10-place championship jump from last year, with an impressive twelve top-10 finishes •

LEE ROBERTS

6TH OVERALL

Another driver back in the top 10 after a partial season last year, ending the campaign with ten top-10 finishes •

GRAEME DAVIS

7TH OVERALL

A four-place jump from last season with seven top-10 finishes and hopefully over the disappointment of being 'sacked' from compering the awards this year! •

LEON OLI WINDOW

8TH OVERALL

Some bad luck saw a drop for the 2018 Mini Se7en vice-champion but still managed two wins in a fragmented season •

SPENCER WANSTALL

9TH OVERALL

Back in the top 10 with three race wins and may have been even higher had he not been 'ramming' slower Miglias out of the way! •

DARREN THOMAS

10TH OVERALL

A steady season with five top-10 places •

JULIAN PROCTOR

THE MIKE FRY TROPHY

The Miglia Class trophy for Most Pole Positions, and this season with five to his name •

AARON SMITH

THE CHRIS TYRRELL MEMORIAL TROPHY, THE NICK COOKE TROPHY & THE SP 'Semper Paravit' TROPHY

The Chris Tyrrell Trophy is awarded to the driver from the Challenge formulae that has amassed the Most Points Overall before dropped scores, along with the Nick Cooke Trophy for the best 'Support Team' in the paddock for the car scoring the Highest Points after drop scores. In addition the SP Trophy is for the Most Reliable car across all Challenges, a consistent season, finishing every single race in a podium position, including mechanicing at the 'O-Plate' for its new owner where it also finished all three races •

SCOTT KENDALL
(#708 'Ball Trucking' team)

THE GRAHAM HILL MEMORIAL TROPHY

This prestigious trophy is awarded for the Most Points scored by a driver Under-17 years of age competing in Mini-7 S-Class, securing a podium and a further nine top-10 placings •

BEN CUTLER

THE FRANK GILLIBRAND MEMORIAL TROPHY

The 'Spirit of the Mini 7 Racing Club' this year has shown that just because a driver consistently performs at the business end does not necessarily mean a bottomless racing fund, the winner voted from all classes •

ANDREW DEVINY

THE CHRIS INCH MEMORIAL TROPHY

For Most Fastest Laps Overall in either class, and over the whole season, joint winners with six fastest laps apiece •

COLIN PEACOCK (Miglia)
JEFF SMITH (Se7en)



THE MAURICE LEGGATE TROPHY

The award for the 'Drive of the Season' was a very close affair between three drivers in different classes, and



THE BOB FOX TROPHY & THE ROVER BOWL 1ST OVERALL MINI SE7EN CHALLENGE

A worthy champion who was put under pressure all season by a very strong field that consisted of no fewer than 10 regular race winners - with 11 podiums, including four race wins and a brace of poles and fastest laps •

↑ JEFF SMITH

at different venues, but just shading it for his heroics at Thruxton, for the second year in a row •

NICK PADMORE ↓



THE BILL SOLLIS TROPHY & THE STEVE BELL MEMORIAL TROPHY

The Bill Sollis Trophy is awarded for the most 2nd places by a championship runner-up; the Steve Bell Memorial Trophy for the Most Points after 6 Rounds, so with five 2nd places and 93 points (after six National races) •

JOE THOMPSON

THE PETER TISDALE PLATE

This award is for the Best Turned Out Miglia, and this year anyone on social media would not have missed the build from bare 'shell up to the finished article, and despite not actually delivering the podium he spent the entire close season telling everyone he would, he did indeed deliver a stunning car! •

WAYNE GRAYER
(#12 'SMG Motorsport')



THE PHIL WEST SHIELD

This award is for the Best Turned Out Se7en, this car starts every meeting immaculate and somehow is always immaculately repaired for the next meeting as well! •

DARREN THOMAS ↑
(#20 'Roonspeed')

THE GRAHAM EDWARDS MEMORIAL TROPHY

This is the 'One Step Away' award, for the Mini Se7en driver with the 'most-points-that-never-quite-made-the-podium' in the Challenge •

LEE ROBERTS



JAMES ARMSTRONG MEMORIAL 'HARD TRIER' TROPHY

Presented to the Mini Se7en driver finishing in 11th place overall, with seven top-10 finishes •

GLEN WOODBRIDGE ↑

THE NORMAN FINN TROPHY

Awarded to the Se7en driver with the Most Pole Positions, and this season with six of them •

SPENCER WANSTALL

...2019 AWARDS EVENING...



THE TOM JARRETT AWARD

The award recognises a racer who may have competed elsewhere so not necessarily a novice, but perhaps a 'M7RC rookie' and since joining the ranks this year has immediately turned heads with his on-track performances •

CONNOR O'BRIEN

THE SEVENOAKS CUPS

Brands Hatch is the venue on which these awards are based, the spiritual home of the M7RC. The awards, in both Miglia and Se7en categories, are for the Highest Points scorers in all races at the Kent circuit, including the November O-Plate meeting, so seven races in total during 2019 •

COLIN PEACOCK (Miglia)

JEFF SMITH (Se7en)



WINTER MINI CHALLENGE

Re-introduced after a gap of 16 years, the 5-round series allowed the M7RC to expand its points-scoring calendar at both ends of the season, with meetings at the Silverstone Spring Cup and Brands Hatch O-Plate... •

MINI MIGLIA ↑

1ST OVERALL **COLIN PEACOCK**
2ND OVERALL **STUART WRIGHT**
3RD OVERALL **JOE THOMPSON**

MINI SE7EN

1ST OVERALL **JEFF SMITH**
2ND OVERALL **ANDREW DEVINY**
3RD OVERALL **DOM BURGER**

MINI-7 S-CLASS

1ST OVERALL **CONNOR O'BRIEN**
2ND OVERALL **GREG DAW**
3RD OVERALL **BEN CUTLER**

MINI LIBRE

1ST OVERALL **PHIL HARVEY**

THE SPAX IMPROVER AWARD

The Spax Improver Award, is for the most places gained in the National Challenge races and this year with a gain of thirteen places •

JEFF SMITH

THE BRYAN SLARK VALVE

('It Can Only Get Better' award)
This award is for the Unluckiest Driver of the Season, having had more than his fair share of DNFs when in promising positions •

SPENCER WANSTALL

MINI NOVICE CHAMPIONS

As with every series 'new blood' is vital in keeping the Mini championships alive... •

STUART WRIGHT (Miglia)

GLEN WOODBRIDGE (Se7en)

BEN CUTLER (S-Class)

THE FRED JACKSON MEMORIAL TROPHY

For the Club Person of the Year, this is the Members' chance to show recognition for the effort and time given to the M7RC, and no stranger to this award which shows how much the drivers appreciate the effort that goes into securing our race calendar •

COLIN PEACOCK

THE DUNLOP CUPS

The Dunlop Cups are awarded to the



NATIONAL MINI-7 S-CLASS

1ST OVERALL - CHAMPION

Kept honest all season, swapping 1st and 2nd with Connor almost every race, with 13 podiums, eight poles and nine fastest laps •

SCOTT KENDALL ↑

2ND OVERALL

Challenging all the way with and impressive 11 podiums, six poles and four fastest Laps •

CONNOR O'BRIEN

3RD OVERALL

After making the 'Slark unlucky award' his own for what seems like ever, what a welcome sight to see his luck finally change after a very consistent year •

STUART GILBY

Most Improved Drivers in each main class, and this year we have seen both making a noticeable improvement, however the Miglia driver also won this award last year so it

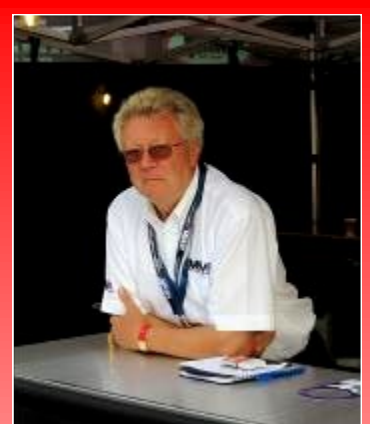
does make you question just how rubbish he was at the start! •

JAMES CUTHBERTSON (Miglia) ↓

DOM BURGER (Se7en) ↓



...2019 AWARDS EVENING



M7RC 'OUTSTANDING ACHIEVEMENT' AWARD

This award is one that gives the M7RC an opportunity to acknowledge someone who we deem invaluable to our racing experience but is not necessarily affiliated to the Club. This year the award goes to someone whom all of us have come across and is probably one of the most professional and nicest guys in the paddock, especially the way he marshalled the Brands Hatch DTM meeting...

STEPHEN GREEN (of MSV) ↑

nb. The award was presented to Stephen at Brands Hatch in early March by Mini Miglia Champion Aaron Smith
Photo: M Jackson



THE ST 'Special Tuning' TROPHY for MINI LIBRE

Another very healthy line-up for Mini Libre, with no fewer than 10 drivers joining the Miglia grid throughout the season and providing some great racing in their own right...

1ST OVERALL - CHAMPION

A very sluggish start to the season with only two finishes in seven races, however a back-end season of six wins and three 2nd places was just enough to clinch the Libre title for the second year in a row •

PHIL HARVEY ↑

2ND OVERALL

Started the season very strongly, but unfortunately slipped away at the end despite six wins and a pair of 2nd places •

ROB DAVIS

3RD OVERALL

Despite not appearing until later in the season some steady results proved enough to clinch 3rd place by 2 points •

GARY WARBURTON



THANKS TO:

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RACE REPORT: Winter Series Rds 3+4+5

THE MINI 7 RACING SEASON CONCLUDED AT BRANDS HATCH ON 9-10 NOVEMBER WITH THE NOW TRADITIONAL 0-PLATE TROPHY AND WITH NEW CHAMPIONS IN THE REVAMPED WINTER CHALLENGE

Brands Hatch...
9-10 November 2019...



Photos: M7RC Archive (M Barrington)

Winter Warmish...

Despite a surprisingly low 14-car entry for the much vaunted 'Winter Warmer' 0-Plate meeting, there was still some entertaining action in tricky conditions. With the threat of rain looming, the opening encounter on Saturday afternoon began with a shock as overall polestitter, Colin Peacock spun on the warm-up lap, glancing the barriers before rejoining at the back of the grid. However this only

spurred him on even more, taking the chequered flag out in front having lapped the entire field, in some cases twice. Repeat victories in both of Sunday's thankfully dry if chilly races wrapped up the Mini Miglia Winter title and overall 0-Plate honours for the M7RC's Commercial Manager. After making a brief debut at Brands a couple of seasons ago in the Dan Wheeler car run out of the Owens camp, this time around Stu-

art Wright brought James Cuthbertson's borrowed car (of which he was mechanic for at other times during the season) home second in class on all three occasions, and in doing so secured the Miglia Novice award for his efforts.

The battle among the Mini Se7ens was a lot more intense, recently confirmed National Champion Jeff Smith doubling his major trophy haul for the year with a trio of class wins too, and joining Peacock for the honour of carrying the coveted #0 in 2020. However, he was made to work hard by Dom Burger each time, but who unfortunately picked up a 10s jump start penalty in the opener which elevated Andrew Deviny up a spot, the latter stymied by fuel pump issues in the second race before recovering for third in the final. Novice champion-elect Glen Woodbridge picked up a third in class, while fellow novices Arnold Duncan (in Spencer Wanstall's KAD/Rightline car), Nigel Davies (like last year, in Olly Window's SMG-run machine) and Jordan Sims, along with Jo Polley completed the remaining Se7en runners.

In Mini-7 S-Class, Connor O'Brien added to his Silverstone double from March with a further trio of

RESULT:	Rd 3	9 Nov '2019
'The 0-Plate Trophy'		21 Laps
1	83 Colin Peacock m	20:15.985 @ 75.10 mph
2	35 Jeff Smith 7	20 laps @ 70.75 mph / 20:29.245
3	77 Andrew Deviny 7	20
4	28 Dom Burger 7	20* * inc. 10s pen
5	40 Stuart Wright m	20
6	787 Connor O'Brien s	20 laps @ 69.26 mph / 20:55.949
7	26 Nigel Davies 7	20
8	76 Jo Polley 7	20
9	712 Greg Daw s	19 laps
10	742 Ben Butler s	19
11	720 Ben Cutler s	19
12	73 Arnold Duncan 7	19
dnf	21 Jordan Sims 7	10 laps
dnf	39 Glen Woodbridge 7	3
wd	20 Darren Thomas 7	
wd	22 Graeme Davis 7	
wd	27 Leon Oli Window 7	
wd	94 Lee Roberts 7	

Piper Cams Fastest Lap	
C Peacock m	0:55.358 - 78.55 mph
D Burger 7	0:59.652 - 72.89 mph
C O'Brien s	1:00.744 - 71.58 mph

Pole Position	
C Peacock m	
A Deviny 7	
C O'Brien s	

1.2079-mile circuit



...RACE REPORT: ...Winter Series Rds 3+4+5

Brands Hatch

9-10 November 2019

RESULT: Rd 4 10 Nov' 2019

'The O-Plate Trophy' 18 Laps			
1	83	Colin Peacock m	20:59.029 @ 62.17 mph
2	40	Stuart Wright m	+ 15.985
3	35	Jeff Smith 7	18 laps @ 61.21 mph / 21:18.720
4	28	Dom Burger 7	+ 4.677
5	787	Connor O'Brien s	18 laps @ 60.21 mph / 21:39.954
6	720	Ben Cutler s	+ 13.432
7	742	Ben Butler s	+ 15.072
8	39	Glen Woodbridge 7	+ 20.620
9	712	Greg Daw s	17 laps
10	21	Jordan Sims 7	17
11	77	Andrew Deviny 7	16
dnf	26	Nigel Davies 7	14 laps
dnf	73	Arnold Duncsn 7	13
dnf	76	Jo Polley 7	0
wd 20, 22, 27, 94			

Piper Cams Fastest Lap

C Peacock m	0:56.962 - 76.34 mph
J Smith 7	0:59.700 - 72.84 mph
G Daw s	1:01.387 - 70.83 mph

Pole Position

C Peacock m
D Burger 7
C O'Brien s

RESULT: Rd 5 10 Nov' 2019

'The O-Plate Trophy' 22 Laps			
1	83	Colin Peacock m	20:58.157 @ 76.03 mph
2	40	Stuart Wright m	21 laps
3	35	Jeff Smith 7	21 laps @ 71.80 mph / 21:11.894
4	29	Dom Burger 7	21 laps
5	77	Andrew Deviny 7	21
6	73	Arnold Duncan 7	21
7	787	Connor O'Brien s	21 laps @ 70.20 mph / 21:40.699
8	712	Greg Daw s	21 laps
9	720	Ben Cutler s	21
10	76	Jo Polley 7	20
11	742	Ben Butler s	20
dnf	21	Jordan Sims 7	15 laps
dnf	26	Nigel Davies 7	7
dnf	39	Glen Woodbridge 7	6
wd 20, 22, 27, 94			

Piper Cams Fastest Lap

C Peacock m	0:55.285 - 78.65 mph
J Smith 7	0:59.185 - 73.47 mph rec
C O'Brien s	1:00.287 - 72.13 mph rec

Pole Position

C Peacock m
J Smith 7
G Daw s

1.2079-mile circuit

O-PLATE TROPHY best 2-of-3 scores

Miglia	
1	C Peacock 20 / 20 / 20 = 40 (60)
2	S Wright 19 / 19 / 19 = 38 (57)
Se7en	
1	J Smith 20 / 20 / 20 = 40 (60)
2	D Burger 18 / 19 / 19 = 38 (57)
3	A Deviny 19 / 16 / 18 = 37 (53)
4	A Duncan 15 / 1 / 17 = 32 (33)
5	J Polley 16 / 1 / 16 = 32 (33)
6	G Woodbridge 1 / 18 / 1 = 19 (20)
7	N Davies 17 / 1 / 1 = 18 (19)
8	J Sims 1 / 17 / 1 = 18 (19)
S-Class	
1	C O'Brien 20 / 20 / 20 = 40 (60)
2	G Daw 19 / 17 / 19 = 38 (55)
3	B Cutler 17 / 19 / 18 = 37 (54)
4	B Butler 18 / 18 / 17 = 36 (53)

...O-Plate Trophy

maximums to secure the Winter section, while the 2019 National Challenge-winning machine of Scott Kendall saw new owner Greg Daw, all the way from Plymouth, debut in the category having recently secured Mighty Mini honours. A couple of second places were just enough to edge out Ben Cutler and Ben Butler after some epic battling throughout, the former also bagging the newly established S-Class Novice award, plus the Graham Hill Trophy for Under-17-year olds. With no Libre entries for this meeting, the Winter title went to Phil Harvey by dint of his leading scores after Silverstone back in March •

RW



Photos: M7RC Archive (M Barrington)



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2019 CHALLENGE STANDINGS

NATIONAL POINTS...

Final standings 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...

Mini Miglia

1	40	Stuart Wright	6
---	----	---------------	---

Mini Se7en

1	39	Glen Woodbridge	34
2	21	Jordan Sims	6
3	26	Nigel Davies	5
4	73	Arnold Duncan	5

Mini-7 S-Class

1	720	Ben Cutler	33
2	760	Jack Shearing	14
3	733	James Bryan	12

Graham Hill Trophy

Under-17 S-Class

1	720	Ben Cutler	27
2	736	Thorburn Astin	21

WINTER POINTS...

Final standings after 5 rounds

Miglia

Pos	#	Driver	Pts	Total before drops
1	83	Colin Peacock	80	(99)
2	40	Stuart Wright	57	
3	80	Joe Thompson	39	
4	99	Richard Wager	33	
5	20	Mark Sims	19	
6	11	Kane Astin	18	
7	69	Tony Le May	18	
8	79	Jon Lee	0	
nc	72	Rob Howard	-	

Libre

Pos	#	Driver	Pts	Total before drops
1	113	Phil Harvey	11	
2	149	Gary Warburton	9	

Se7en

Pos	#	Driver	Pts	Total before drops
1	35	Jeff Smith	80	(99)
2	77	Andrew Deviny	75	(91)
3	28	Dom Burger	75	(93)
4	39	Glen Woodbridge	46	(47)
5	0	Leon Wightman	34	
6	73	Arnold Duncan	33	
7	76	Jo Polley	33	
8	94	Lee Roberts	30	
9	18	Tina Cooper	30	
10	26	Nigel Davies	19	
11	21	Jordan Sims	19	
12	22	Graeme Davis	17	
13=	88	Kieren McDonald	0	
	55	Darren Eaton	0	
nc	20	Darren Thomas	-	
	27	Leon Oli Window	-	

S-Class

Pos	#	Driver	Pts	Total before drops
1	787	Connor O'Brien	80	(100)
2	712	Greg Daw	55	
3	720	Ben Cutler	54	
4	742	Ben Butler	53	
5	706	Jo Polley	38	
6	715	Jonnie Kent	36	
7	778	Charlie Brisker	0	



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2019

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Seasoned pros
Mini Se7en

New
Winter
series!

LET'S GO ROUND AGAIN

Exciting new season ahead

Top guns:
Mini Miglia

Silverstone Preview
• Se7en: 54 years old counting
• Angle: Time race wide open
• S-Class: Back to basics
• Libby: Incoming challenges
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Latest news
Awards evening
Technical updates
Runners & Riders
From the Archives
Second Silverstone



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Mini Miglia:
Scorching pace

Winter Wow!

Cracking Season Opener at Silverstone

Mini Se7en:
As close as ever

Top
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action!

Croft Preview
• Se7en: Smith's new pace
• Miglia: Right at the top
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Croft revisited



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Mini Se7en:
New records

Chills & Thrills!

Cool Mini action from Croft

Mini Miglia:
Even quicker

Thruxton Preview
• Se7en: Thompson takes lead
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Top Guns

As seen
on ITV
Sport!

TV TOCA TRIUMPH

Mini Se7en:
Fun on Film

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• Se7en: Thompson's surprise
• Miglia: Series lead for Smith
• S-Class: Knevel in control
• Libby: Double trouble theory
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Overseas adventures!



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M7 S-Class:
High drama

Zandvoort
British
Race
Festival

Beach Party

Mini Se7en:
Wanstall wins well

Brands Preview
• Se7en: Thompson's edge
• Miglia: Aaron's advantage
• S-Class: Clearly needed
• Libby: Honey's return
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Latest news
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Brands Hatch in summer



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Hard & fast

Feisty Festival

Drama
packed
Mini Festival
at
Brands

Survival
of
the
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• Se7en: Thompson's return
• Miglia: Steady state
• S-Class: Knevel to keep title?
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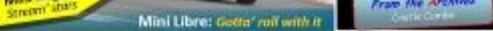
Mini Se7en:
Pick attack

Cadwell
Park
recap!

Mini Meisters

Mini 7 S-Class:
Honours shared

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• Se7en: Back to back for Smith
• Miglia: Knevel's second title
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Combe Corner



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DUNLOP MINI CHALLENGES
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Mini 7 S-Class:
Knevel's second title

4
National
titles
sealed!

Kings of the Castle

Mini Se7en:
Smith steps forward

Combe reports
• Se7en: Smith's return
• Miglia: Svensen's return
• S-Class: Knevel in the groove
• Libby: Honey's double
Cadwell Park review
Full results & points
Latest news
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MTC Winslow



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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 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 670kg 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 660kg 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 •



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20
years ago
2000

THE 6-ROUND WINTER CHALLENGE SAW FOUR AT THE NORTHAMPTONSHIRE VENUE

Winter Series: 4 March

Lewis leads off - well done Willoughby

Jonathan Lewis started the season as he ended 1999 with a dominant drive to win the opening round of the Winter Challenge from David Abbott and Kevin Mason. In contrast, Se7en honours remained in doubt right up to the flag as Carl Willoughby completed a fine climb up the order to pip impressive newcomer Mark Wanstall

QUALIFYING: 23 drivers assembled for Round 1... Jonathan Lewis claimed pole with an impressive 1:09.661. Andrew Deviny topped the 15 Se7en runners with a 1:15.765...

RACE - The field was reduced by two after Hunter withdrew his ex-Lee/Lawrence car and Paul Brown pulled into the pits on his green flag lap to non-start due to a broken front tie-bar. Abbott got off the line in front of Lewis and Mason before Lewis eased into the lead at Maggotts, then drawing away from the chasing pack. The Se7en field was thrown into disarray at Becketts, when Kimberley spun his Miglia prompting everyone into taking avoiding action. At the completion of the first lap, Lewis led from Abbott, Mason, Harvey and Kearon. Wanstall headed the closely bunched Se7ens from Saunders, Emmett, Hudson, Munns, Huck, Willoughby and Manderscheid. Hudson made a premature exit from the race after pulling off at Copse on lap 2. The Miglia running order re-

mained constant with Kimberley working his way through the Se7en field after his opening lap rotation. Willoughby was climbing up the order in determined fashion, reaching third during lap 4. Immediately behind him a close scrap between Saunders and Deviny got a little too close, as the pair touched on the approach to Copse on the fifth lap, with Saunders ending up in the barriers and Deviny losing numerous places to complete the lap in 12th position. Frankcom ran wide at Becketts as he strived to regain his front-running qualifying position, having been forced into a spin at Becketts on the first lap avoiding Kimberley. The completion of the fifth lap saw the order as follows: Lewis, Abbott, Mason, Harvey, and Kearon with Kimberley a lap adrift. Wanstall still headed the Se7en field from Emmett, Willoughby, Munns, Huck, Frankcom, Grayson, Manderscheid, Daniel Johnson, Holdstock, Hill, Deviny and Damon Astin. Emmett's fine comeback drive ended when he pulled off at Copse on lap 6. Frankcom reached fourth after moving ahead of Huck on the eighth lap. Deviny's climb back up the order saw him displace Hill and Holdstock to go 9th on the eighth lap. Wanstall lost the Se7en lead after getting sideways exiting Brooklands on

lap 9, enabling Willoughby to take over at the front. Frankcom moved ahead of Munns into third on the same lap. Kearon pulled off on his 11th lap, having lost his clutch. Another excursion at Brooklands dropped Wanstall behind Frankcom on lap 11. Munns' impressive drive was to go unrewarded as she slowed and dropped down the order before pulling into the pitlane at the end of her 11th lap with a blown head gasket. Lewis took the Chequered Flag just under 10s ahead of Abbott, Mason and Harvey, having lapped Kimberley and the entire Se7en field; Willoughby heading home Frankcom, Wanstall, Deviny, a fine recovery drive up to fourth, Huck, Grayson, Manderscheid, Johnson with Hill and Astin who enjoyed their own dice throughout the race with numerous place swapping, completing the order. Lewis took the opportunity on the podium to thank Gerald Dale and his team for the preparation of his car and stated that he was "looking forward to the next round" in a fortnight's time, when Peter Baldwin would be out to play, giving a stiffer challenge than he had experienced today. Abbott told how he had to watch Lewis "vanish into the distance," but remained happy upon receiving his sizeable second place trophy. Mason was pleased to have nursed his smokey car

Carl Willoughby heads the Se7ens (left); Dave Kimberley spun his Miglia early on (below)

Photos: M7RC Archive (C Watkins)

*full info in: Pitlane magazine, Summer 2000 issue

home, which he promised would be rectified in time for the second round. Willoughby reflected on his "hectic yet enjoyable" race, which had seen him climb up from 7th on the opening lap. Frankcom spoke of his "comeback drive", after spinning on the first lap avoiding the rotating Kimberley. Wanstall felt his "inexperience had showed" on his Mini racing debut, but clearly enjoyed his eventful race nevertheless. The Annual Test Day on the following Monday gives everyone the chance to cure any mechanical gremlins prior to the second round, again at Silverstone in two weeks time •

RESULT: 4 March (BRDC Marshals)

Winter Series	Rd 1	13 Laps
1	20 Jonathan Lewis m	15:20.453 / 83.52 mph
2	69 David Abbott m	
3	17 Kevin Mason m	
4	13 Phil Harvey m	
5	12 Dave Kimberley m	12 laps
6	60 Carl Willoughby 7	12 laps @ 15:44.498 / 75.17 mph
7	27 Paul Frankcom 7	
8	73 Mark Wanstall 7	
9	85 Andrew Deviny 7	
10	41 Chris Huck 7	
11	58 Mike Grayson 7	
12	21 Denise Manderscheid 7	
13	2 Daniel Johnson 7	
14	55 Malcolm Holdstock 7	
15	80 Simon Hill 7	
16	36 Damon Astin 7	
dnf	22 Sarah Munns 7	11 laps
dnf	25 Mike Kearon m	10
dnf	70 Duncan Emmett 7	5
dnf	49 Ralph Saunders 7	4
dnf	32 Jonathan Hudson 7	1
ns	75 Paul Brown m	
ns	78 Chris Hunter m	
ns	11 Jonathan Lloyd m	
FL/m	J Lewis	1:09.507 - 84.89 mph
FL/7	C Willoughby	1:15.771 - 77.87 mph

1.6390-mile National circuit



From the Archives



Silverstone

20
years ago
2000

Two Miglia wins on the trot for Jonathan Lewis (left); Dave Banwell took Se7en honours (below)
Photos: M7RC Archive (C Watkins + Ferret Photographics/M Harvey)

*full info in: Pitlane magazine, Summer 2000 issue

Winter Series: 18 March

Just Jonathan - totally Banwell

Jonathan Lewis and Peter Baldwin renewed their friendly rivalry with another closely fought scrap which wasn't resolved until the final lap to highlight the second round of the Winter Challenge, which saw Dave Banwell hold the upper hand throughout qualifying and the race to take the Se7en honours

QUALIFYING: An improved entry of 25 - seven Miglias and 18 Se7ens - ventured out to contest Round 2. Once again Jonathan Lewis headed the Miglia order after setting a pole time of 1:07.827. Dave Banwell led the Se7en grid with a 1:15.056...

RACE: Lewis led off the line with Baldwin, Mason and Kimberley in close attendance, followed by Harvey, Dalby and Kearon. The Se7ens opening lap was certainly more eventful than their Miglia colleagues; Wanstall went off into the gravel at Copse before resuming a lap down, Willoughby locked up and spun on the entry to Becketts, prompting the following pack into some rapid avoidance manoeuvres, Frankcom ran into the back of Huck's car damaging his oil cooler, which led to him slowly completing the lap before retiring. Meanwhile Willoughby had been unable to restart his car, thwarting his hopes of adding to his opening round success.

Banwell led the front-running Se7ens through at the completion of the first lap from Rogers, Thompson, Deviny, Tandy, Saunders who was very sideways entering Brooklands and Emmett. Deviny moved into third ahead of Thompson during lap two. Further place changes saw Emmett and Huck climb up to sixth and seventh respectively. Baldwin swooped inside Lewis at Brooklands to take the lead on lap four. Thompson regained third from Deviny with Emmett and Huck also swapping places. The fourth lap also saw several notable departures from the race; Harvey approached Brooklands too fast, prompting him to spin into the gravel on the outside of the corner, and Rogers' race ended when he pulled off just beyond the Elf Bridge. The yellow and black quartered flags were displayed to enable Harvey's car to be pulled out of it's vulnerable position in the gravel to safety resulting in the field circulating in single file formation for the three laps it took to complete this operation. The full order at this point read: Baldwin, Lewis, Mason, Kimberley, Dalby ahead of the Se7en field led by Banwell from Deviny, Thompson, Huck, Emmett, Tandy, Hudson, Holdstock, Saunders, Johnson and Wanstall. The green flag was shown at the conclusion of the seventh lap to prompt

a frenetic final three-lap sprint to the flag. Kimberley and Dalby kept the crowd entertained with their keenly fought dice for fourth. Pilkington's frustrating day was further compounded when he slowed before just reaching the pitlane to retire on his eighth lap after a wire worked loose from the coil. Lewis had clearly decided that Brooklands provided his best opportunity for regaining the lead, as he displayed on the ninth lap when he kept to the outside line deep into the corner alongside Baldwin, before having to slot in behind as the latter held his line. Lewis made his move slightly earlier on the final lap, diving across from the outside to snatch the lead into Brooklands and hold on to win by just over 0.10s. Behind was Mason in third place, with Kimberley regaining fourth from Dalby on the final lap, followed by Kearon. Banwell maintained his advantage to lead the Se7ens home from Deviny, Thompson, Huck, Emmett, Hudson who passed Tandy on the final lap, Holdstock, Johnson, Munns, whose passing manoeuvre at



Luffield saw her displace Saunders, who remained ahead of Astin, Hill and Wanstall. Jonathan Lewis heads the Miglias with a maximum 40 points from Mason on 36 and Kimberley with 33. Andrew Deviny moves to the head of the Se7ens on 36 points with Huck close behind on 33. Sharing third with 25 are Wanstall, Johnson and Holdstock. As ever, the Winter Challenge is now put on the back burner until late October with all eyes focused towards Thruxton for the opening National Round •

RESULT: 18 March (SUNBAC)

Winter Series	Rd 2	10 Laps
1	20 Jonathan Lewis m	12:51.134/ 76.74 mph
2	2 Peter Baldwin m	
3	17 Kevin Mason m	
4	12 Dave Kimberley m	
5	42 Stephen Dalby m	
6	25 Mike Kearon m	
7	3 Dave Banwell 7	13:15.490/ 74.39 mph
8	85 Andrew Deviny 7	
9	5 Paul Thompson 7	
10	41 Chris Huck 7	
11	70 Duncan Emmett 7	
12	32 Jonathan Hudson 7	
13	47 Nick Tandy 7	
14	55 Malcolm Holdstock 7	
15	21 Denise Manderscheid 7	
16	22 Sarah Munns 7	
17	49 Ralph Saunders 7	
18	36 Damon Astin 7	
19	80 Simon Hill 7	
20	73 Mark Wanstall 7	8 laps
dnf	58 Andrew Pilkington 7	7 laps
dnf	79 Kelly Rogers 7	4
dnf	13 Phil Harvey m	3
dnf	27 Paul Frankcom 7	1
dnf	60 Carl Willoughby 7	0
ns	58 Mike Grayson 7	
ns	99 Rupert Hinde 7	
FL/m	P Baldwin	1:08.453 - 86.20 mph r
FL/7	P Thompson	1:15.712 - 77.93 mph

1.6390-mile National circuit



20
years ago
2000

Kev Mason briefly led Pete Baldwin in Miglias (left); commentator David Addison in Dave Braggins' car (below)
Photos: M7RC Archive (C Watkins)

*full info in: Pitlane magazine, Winter 2000 issue

Winter Series: 4 November

Baldwin's back - Felix fulfilled

Kevin Mason and Andrew Deviny took full advantage of the double-round format to establish their lead of the respective classes of the Dunlop Winter Mini Challenge. Following the late cancellation of Round 3 at Donington, the race was quickly re-scheduled to provide a double-header at Silverstone on the following Saturday

QUALIFYING: 25 cars, six Miglias and 19 Se7ens, went out in sunny and dry conditions. Jonathan Lewis, out in Ian Curley's car, claimed pole with a time of 1:13.657. Andrew Deviny was on pole for the Se7en grid having set a time of 1:20.639... The focus of considerable media attention was renowned race commentator David Addison, making his racing debut in Dave Braggins' title-winning car. David drove sensibly within himself to set a time of 1:23.623, but remained conscious of his total lack of race experience.

RACE: The intriguing prospect of another titanic tussle between Lewis and Baldwin vanished when Lewis coasted into the pitlane at the conclusion of the green flag lap with a broken diff. Any thoughts of a runaway victory for Baldwin were quickly dispelled when Mason flew from his outside front row slot to head the field through Copse and establish an early lead from Baldwin, Harvey and Kimberley. Hudson ran wide into the gravel at Copse, before extracting himself and resuming several laps adrift. Emmett mirrored Mason's burst from the outside of the front row to

head the Se7ens into Copse from Willoughby, Deviny, Felix and Tandy. Saunders and Winniffrith both made premature exits from the race after experiencing unconnected difficulties at Becketts on the opening lap. Baldwin shadowed Mason until the fourth lap, when he made a fast exit from Becketts which enabled him to draw alongside down the Club Straight and take the lead before they reached the braking area for Brooklands. Kimberley moved ahead of Harvey on the same lap as they dived over third continuously throughout the 15 mins duration of the race. Felix rose to head the Se7ens as they commenced their fourth lap, with Tandy climbing to second with a neat inside move past Deviny at Becketts, as Thompson lifted himself into the leading half dozen. The full race order at this stage read: Baldwin, Mason, Kimberley, Harvey, Felix, Tandy, Deviny, Willoughby, Thompson, Emmett, Grayson, Wanstall, Clark, Holdstock, Hodgson, Gillibrand, Spark, Dale, Astin, Hunt and Addison, who as he grew in confidence, was now lapping 2s under his qualifying time. Harvey reclaimed third in Miglias after passing Kimberley at Maggotts on the fifth lap. Willoughby

moved back past Deviny on lap 5 before reaching second after demoting Tandy on the seventh lap. Clark passed Wanstall and Grayson on successive laps before succumbing to a touch of over-exuberant driving when he ran wide and pushed Holdstock into a spin at Becketts on the eighth lap. Felix had established a 1s advantage over the dicing pursuers with Tandy and Thompson now in third and fourth places respectively. Grayson pulled off at Becketts to retire on his eighth lap. Spark's ninth-lap retirement promoted Dale, Astin, Hunt, Addison and Gillibrand up the order. Willoughby dropped back behind the duelling Thompson, Tandy and Deviny on the 12th lap. Up front, Mason remained in close contact with Baldwin, finishing less than a second adrift at the chequered flag. Kimberley regained third during the final lap to head Harvey home by less than half a second. Thompson closed to within a second of Felix at the finish with Tandy and Deviny not far behind. Holdstock passed Clark on the final lap to climb up to ninth. Baldwin spoke on the podium of how he had been "looking forward" to his dices with Lewis. Mason mentioned how he was "pleased" with his starts and



RESULT: 4 November (SRC/BRDC)

Winter Series		Rd 3	13 Laps
1	2	Peter Baldwin m	15:41.046/ 81.69 mph
2	17	Kevin Mason m	
3	12	Dave Kimberley m	
4	13	Phil Harvey m	
5	33	Peter Felix 7	16:44.254/ 76.55 mph
6	5	Paul Thompson 7	
7	85	Andrew Deviny 7	
8	60	Carl Willoughby 7	
9	70	Duncan Emmett 7	
10	52	Matt Hodgson 7	12 laps
11	73	Mark Wanstall 7	
12	55	Malc Holdstock 7	
13	34	Paul Clark 7	
14	31	Philip Dale 7	
15	36	Damon Astin 7	
16	37	Gareth Hunt 7	
17	1	David Addison 7	11
18	57	Philip Gillibrand 7	
dnf	35	Paul Spark 7	8 laps
dnf	32	Jonathan Hudson m	8
dnf	58	Mike Grayson 7	7
dnf	49	Ralph Saunders 7	0
dnf	20	Jonathan Lewis m	0
dnf	16	James Winniffrith 7	0
dq	47	Joe Tandy 7	13 laps
FL/m	P Baldwin	1:09.105 - 85.38 mph	
FL/7:	P Thompson	1:15.197 - 78.46 mph r	

1.6390-mile National circuit

From the Archives

20
years ago
2000



Silverstone

Se7ens barrel into Copse (left);
Miglia podium with Baldwin, Hudson
and Mason (below)
Photos: M7RC Archive (C Watkins)

*full info in: Pitlane magazine,
Winter 2000 issue

Winter Series: 4 November

Baldwin's brace - it's fine for Felix

Peters Baldwin and Felix triumphed for the second time of the afternoon to earn the spoils of victory in the Fourth Round of the Winter Challenge

Four drivers failed to make the start. In the Miglias, Harvey joined Lewis on the sidelines after suffering a broken rocker during Rd 3 which he was unable to change in the limited time available. The Se7ens were minus Saunders, who sustained front end damage after making contact with the tyrewall at Becketts and Grayson whose mechanical gremlins could not be rectified in time to allow him to take his place on the grid.

RACE: The grid positions from qualifying were retained for both rounds of the Winter Challenge giving Mason the opportunity to repeat his burst from the outside of the front row and head the Miglia field off the line and through Copse pursued by Baldwin, Hudson and Kimberley. The Se7ens were led off the line by Deviny, closely followed by Thompson, Willoughby, Tandy, Felix, Emmett and Holdstock. Baldwin took over at the front when he snatched the lead at Becketts on the second lap, before recording a series of quick laps to establish a comfortable lead

over the chasing Mason. Kimberley spun out of contention at Becketts on lap 3 and then pulled off under the impression that he'd sustained a puncture. Upon checking, he found this wasn't the case and promptly jumped back in the car and rejoined. Willoughby moved to the head of the Se7en field at Brooklands on the third lap from Deviny, who had Felix, Tandy and Emmett breathing down his neck as Thompson became an early retirement. Clark's race ended after he spun off into the gravel at Copse on his fourth lap. Deviny regained the lead on lap 4 from Willoughby before the pair of them were demoted by Felix, who went ahead on the seventh lap. The full race order at this point read: Baldwin, Mason, Hudson, Felix, Deviny, Willoughby, Tandy, Emmett, Holdstock, Gillibrand, Wanstall, Spark, Astin, Hunt, Hodgson, Winniffrith, Addison,

Dale and Kimberley. Dale made a quick visit to the pits to check everything was in order after he spun at Becketts on the sixth lap before resuming behind Addison, who continued to give a good account of himself as he circulated at his own pace. Baldwin took the chequered flag with a winning margin of just under 8 secs. Behind him the podium positions in both classes took a dramatic change on the 13th and final lap. Mason's car started to falter allowing Hudson to close in and win the dash to the line to clinch the runner up slot by under a second. Tandy mounted a successful challenge to snatch third from Willoughby to partly make up for his disappointment earlier in the day. Race victor Baldwin had the added satisfaction of setting a new lap record with a 1:08.818 on his fourth lap as he stretched his advantage to a comfortable margin. Hudson was delighted with second, declaring that he was going "as fast" as he could. Mason recounted how he was "struggling" during the closing stages as his engine started missing prior to Hudson's late burst. Se7en race winner Felix reflected on his

successful afternoon which brought his season to a close having set the car up to achieve his intended aim. Deviny felt he didn't have enough speed to maintain his challenge for the lead. Tandy once again savoured his moment on the podium, summing his feelings up as simply "brilliant", after his impressive showing to climb two places up the order during the final two laps. Mason and Deviny head the points table as the Winter Challenge moves on to Snetterton for Rd 5 in a week's time •



RESULT: 4 November (SRC/BRDC)

Winter Series		Rd 4	13 Laps
1	2	Peter Baldwin m	15:53.202/ 80.65 mph
2	32	Jonathan Hudson m	
3	17	Kevin Mason m	
4	33	Peter Felix 7	16:39.988/ 76.88 mph
5	85	Andrew Deviny 7	
6	47	Joe Tandy 7	
7	60	Carl Willoughby 7	
8	70	Duncan Emmett 7	
9	55	Malc Holdstock 7	
10	57	Philip Gillibrand 7	12 laps
11	35	Paul Spark 7	
12	73	Mark Wanstall 7	
13	37	Gareth Hunt 7	
14	36	Damon Astin 7	
15	52	Matt Hodgson 7	
16	16	James Winniffrith 7	
17	1	David Addison 7	
18	31	Philip Dale 7	11
dnf	12	Dave Kimberley m	9 laps
dnf	34	Paul Clark 7	3
dnf	5	Paul Thompson 7	2
ns	13	Phil Harvey m	
ns	20	Jonathan Lewis m	
ns	58	Mike Grayson 7	
ns	49	Ralph Saunders 7	
FL/m		P Baldwin	1:08.818 - 85.83 mph
FL/7		P Thompson	1:14.245 - 78.42 mph

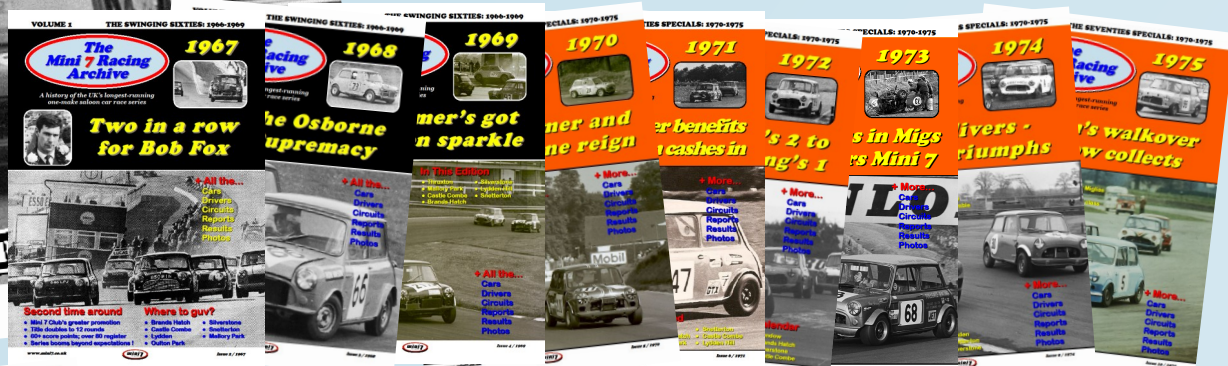
1.6390-mile National circuit

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



From the Archives



Silverstone

40
years ago:
1980

Race winner Richard Wager heads Mike Timbrell and the rest of the Mini 1000 frontrunners (top)
Photo: J Parish Collection / Ferret Photographics (J Gaisford)
Mini 850s with Gerald Dale, Derek Miller and Gordon Levett to the fore
Photo: M7RC Archive
*full info in: M7RC Archive 1980 issue

SILVERSTONE HOSTED SEVEN NATIONAL ROUNDS BUT AN EIGHTH WAS FOR THE MIXED-CLASS GRAHAM HILL SERIES

Graham Hill Trophy - 31 Aug'

Wager stakes a claim

- Miller lights up 850s

A MIXED grid of Graham Hill Trophy Mini 1000 850 cars put on a terrific race, with Richard Wager winning the bigger-engined class and Derek Miller the smaller category

Mini 1000s and 850s were ushered out while the single-seaters cooled down and were refuelled. In stark contrast with what was to follow, the tin-top boys put on a magnificent show with novice (and former hot-rod Mini driver) Rich Wager overcoming polesitter Mike Timbrell to lead early on. Peter Calver had other ideas, though, as did Geoff Robson but when Calver's Inca Mini

fell from the fray on lap 7 the other three were left to hammer and tongs, each man taking turns at leading and holding second and third places. Timbrell and Robson broke away slightly, having usurped Wager at Copse three laps from home, but Rich was content to retaliate systematically, picking off Timbrell at which point Hugh Ward, from the fifth row, had joined the squabbling trio. Wager's tactics on the straight paid handsome dividends on the last lap. though, for he held the inside staunchly, forcing Robson to run round him whence he spun causing just right at the vital moment •

report courtesy Autosport



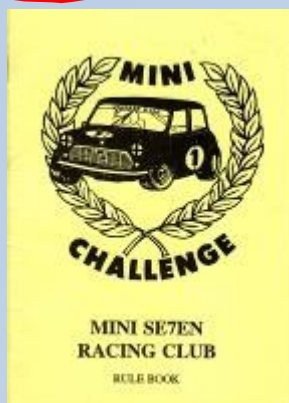
RESULTS: 31 August (BARC)

Graham Hill Trophy	Rd 5	10 Laps
1	500 Richard Wager m	12:17.7/ 78.47 mph
2	87 Hugh Ward m	
3	29 Mike Timbrell m	
4	24 Graham Jarvis White m	
5	81 John Heathcock m	
6	30 Tim Cockle m	
7	77 Geoff Robson m	
8	21 Marco Del Pizzo m	
9	63 Andy Abrams m	
10	129 Derek Miller 7	13:15.0/ 72.82 mph
11	128 Gerald Dale 7	
12	35 Chris Griffiths m	
13	182 Mark Timlett 7	
14	179 David Ide 7	
15	146 Dave Facer 7	
16	144 Edward Wells 7	
17	181 Jeremy Claydon 7	
18	131 Ray Curtis 7	9 laps
19	120 Graham Hobbs 7	
20	141 Robert Brown 7	
dnf	70 Nick Skegg m	9 laps
dnf	148 Gordon Levett 7	8
dnf	166 Jon Woodward 7	6
dnf	28 Peter Calver m	6
dnf	53 John Simpson m	5
dnf	23 John Meale m	1
dnf	184 Ian Hunter 7	1
dnf	37 Johnny Thorne 7	1
dnf	56 Keith Padmore m	1
dnf	36 Trevor Jones m	0
ns	142 John Lambe 7	
ns	17 Bryan Dugdale m	
ns	71 Peter Moore m	
ns	65 Graham Smith m	
ns	94 Chris Evans m	
ns	61 Aidan Cowley m	
ns	188 Nick Jennings 7	
ns	80 Keith Manning m	
ns	170 John Bailey 7	
ns	101 Nick Windsor 7	

FL/m 6 J White 1:12.0 - 80.40 mph
FL/7 6 Levett 1:17.9 - 74.31 mph

1.608-mile National 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	Ben Cutler (U-17)

CADWELL PARK SERIES

1978	Chris Tyrrell (overall)
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CASTLE COMBE SERIES

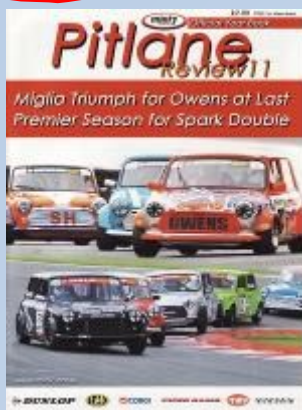
1983	Mike Fry (overall)
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LYDDEN SERIES - 7 / MIG

1983	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 Winniffrith
2002 Andy Hack
2003 Nick Tandy
2019 Jeff Smith

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 Colin Peacock

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 Glen Woodbridge

NOVICE AWARD - S-CLASS

2019 Ben Cutler

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 Stuart Wright





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.



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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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2

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www.mini7.co.uk

Mini Se7en

#	Driver
1	Jeff SMITH
2	Joe THOMPSON
5	Lee ROBERTS
6	Graeme DAVIS
7	Leon Oli WINDOW
10	Julian PROCTOR
11	Adam GOULD
18	Tina COOPER
20	Darren THOMAS
21	Jordan SIMS
38	Steven HOPPER
39	Glen WOODBRIDGE
46	Max HUNTER
49	Ross BILLISON
57	Philip GILLIBRAND
63	Dave ROBINSON
72	Arnold DUNCAN
76	Jo POLLEY
77	Andrew DEVINY
8	Spencer WANSTALL
19	Tom SANDERSON
26	Nigel DAVIES
28	Dom BURGER
37	Gareth HUNT
45	Leon WIGHTMAN
55	Darren EATON
69	Steve TRENCH
71	Simon JONES
89	Tom HARTWELL
??	tba
??	tba
??	tba
??	tba



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Mini Miglia

#	Driver
0	Colin PREACOCK
1	Aaron SMITH
4	Jason PORTER
11	Kane ASTIN
15	Gordon POCOCK
17	Rick JESSOP
20	Mark SIMS
23	Rupert DEETH
26	Peter ARNOLD
27	Peter HARRIES
29	Dave DREW
32	Endaf OWENS
37	James CUTHBERTSON
40	Jonathan LEWIS
42	Paul SIMMONDS
43	Dave EDGECOMBE
49	Martin WAGER
53	Niven BURGE
62	Chris LOVETT
69	Tony LE MAY
72	Rob HOWARD
78	Scott KENDALL
80	Joe THOMPSON
85	Sam SUMMERHAYES
86	Jason BALDING n
12	Wayne GRAYER
22	Stuart HORSFALL
44	Darren MOON
45	Chris MORGAN
48	Lee DEEGAN
56	Nick PADMORE
64	Alex OSBORNE
99	Richard WAGER



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Mini-7 S-Class

#	Driver
711	Damien HARRINGTON
712	Greg DAW
715	Jonnie KENT
720	Ben CUTLER
729	Darren JEREMIAH n
733	James BRYAN
736	Thorburn ASTIN
742	Ben BUTLER
747	Kelvin EDGAR
748	Mal DICKINSON n
758	Matthew AYRES n
779	Andy DICKINSON
787	Connor O'BRIEN
795	Stuart GILBY
796	Mark CHAPPELL
760	Jack SHEARING
765	Simon MARTIN
766	Stephen COLBRAN
778	Charlie BRISKER

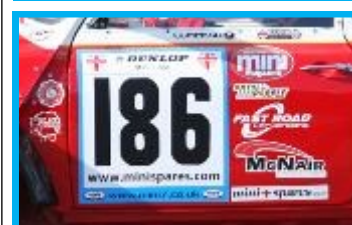


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Mini Libre

#	Driver
113	Phil HARVEY
115	Steve BAKER
133	Les STANTON
149	Gary Warburton
171	Dan LEWIS
186	David FRANKS
277	Andrew DEVINY
616	Justin COOPER
123	Huw TURNER
126	Peter HILLS
127	Ian FRASER
177	Peter CREWES
474	Josh EVANS
500	Rob DAVIS
??	tba
??	tba
??	tba
??	tba
??	tba



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