

Pit & Paddock

2020

Official Newsletter of the Mini Seven Racing Club

2020: Issue 2



www.mini7.co.uk

Mini Miglia:
50 years young

DUNLOP MINI CHALLENGE
supported by MINI SPARES

ALL IN GOOD TIME

**HOPES HIGH FOR RETURN
TO RACING IN VIRUS-HIT
LANDMARK MINI SEASON**

Mini Se7en:
Time machine

More
cars for
Mini
Libre

Mini S-Class: Biggest grids expected

CLASS OF 2020

- **Se7en:** Senior service
- **Miglia:** Power points
- **S-Class:** Stepping stones
- **Libre:** Open for business

Coronavirus latest!

Club news

Calendar options

Runners & riders

From the Archives

A to Z of drivers

Croft in days gone by



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Lightweight Con Rods

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WORTH THE WAIT

Being stuck indoors and unable to go where one would normally choose to has certainly focused the mind on not taking things for granted. For example, a trip to Silverstone in March had perhaps become one of those 'maybes' for spectating as opposed to Brands or Combe later in the year which would usually be earmarked as 'definite'. However, in the current ongoing COVID-19 'lockdown' which may carry on for longer than we envisage, the chance to go to any sporting venue would be an absolute treat, and the lack of live sporting coverage even on TV has only made that void feel even bigger than it would normally. However, the temporary cessation of motor racing and indeed any sporting or social pastime pales into significance when it comes to the personal sacrifices many people are having to make in this time of trouble, and it becomes even less important as the number of lives lost to this merciless pandemic grows each day. It is perhaps the uncertainty of all our futures that is the hardest part to deal with, and the best we can do for now is to collectively support each other as best we can. Every day we are seeing our worlds shrinking to the medium of face-to-face communication via laptops and mobile phones, even for top-level news reporting such as the need for social distancing. Hats off then to Stephen Colbran and Leon Oli Window for collectively putting together the recent online 'Quiz Nights' via the Club's facebook page, which have helped keep a sense of involvement in this season for members and Mini racing fans while race cars remain static in garages. Both put aside their own personal commitments to spend time in their own 'isolated' workshops to offer an entertaining mix of racing and general Mini-related questions, all answerable with some reference to Club/Mini history. Now that's a good way to fill your time until racing resumes, and it won't matter at which circuit either...

RW



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PREVIEW: NATIONAL ROUNDS 1+2

CROFT...
25-26 APRIL...

POSTPONED!

NOW UNDER THE ORGANISATION OF THE DARLINGTON & DISTRICT MOTOR CLUB, AS IN 2019 THE NATIONAL CHALLENGE OPENS UP AT THE NORTH YORKSHIRE VENUE, ROUNDS 1 AND 2 IN THE SCHEDULED 15-ROUND CALENDAR...

**Miglia
Lap Record**
Joe Thompson
 Time: 1:33.326
 Ave speed: 81.97 mph
 Set: 14 April 2019
 2.125-mile
 full circuit

NATIONAL MIGLIA

The top-tier performance Mini racing formula enters a landmark 50th Anniversary season with a queue of drivers eager to add their name to the rollcall of champions. The award that they are all after - and which some have already had the honour of claiming - is a decent piece of silverware too, The Peter Collins Trophy. This was donated to

the Club way back in the mid-1970s and was originally won by the late British driver for winning the 1957 Venezuelan GP - back then a World Championship sportscar race - alongside Phil Hill in a Ferrari.

Aaron Smith is all set for a second season carrying the #1 on his familiar Triple-AAA car, no doubt finished in pink. Rupert Deeth has also won the title twice and will be keen to add a

third, while 2015 champion Kane Astin has come close to securing his second since then. Colin Peacock's 2019 Winter title could give him the impetus to go one title higher, and will at least head the entry with the #0 he earned for also wrapping up the O-Plate at Brands last November, while other former class champions registered for 2020 include Endaf Owens, Jonathan Lewis and Martin Wager. Similarly, there are several other Miglia race winners on the list, including Sam Summerhayes, Joe Thomason, Dave Drew, Tony Le May and Niven Burge, while Scott Kendall makes the step up in power after two seasons as S-Class Champion and, before that, a series winner in 1.3i Minis too •

NATIONAL LIBRE

Reigning title holder, Phil Harvey may have hinted at retirement from racing in 2019 but his name was still one of the first down for 2020. He will no doubt be persevering with 5-port motion, and it has served him well, but the 16-valve challengers may finally have their day if they can find reliability, and Steve Baker, Ian Fraser, Justin Cooper and Peter Franks have all been out in front. However, last year's runner-up, Rob Davis also used 5-port power so it will be interesting to see the permutations, and don't rule out 2017 winner Peter Crewes' 7-port example either •



PREVIOUS WINNERS:

2019	L Deegan / A Smith
2014	R Deeth / D Wheeler
2012	P Baldwin / K Astin
2011	E Owens x2
2009	C Peacock / A Hack
2008	P Thompson
2006	J Hall
2003	B Sollis
2002	C Lewis
2000	P Baldwin

Mini Libre Lap Record Josh Evans

Time: 1:35.465
 Ave speed: 80.13 mph
 Set: 14 April 2019
 2.125-mile full circuit

PREVIOUS CLASS WINNERS:

2019 R Davis x2

...PREVIEW: ...NATIONAL ROUNDS 1+2

CROFT
25-26 APRIL

...BUT AT THE TIME OF WRITING, THE GLOBAL CORONAVIRUS PAN-
DEMIC HAS PUT ALL MOTORSPORT ON HOLD, SO IT IS VERY LIKELY
EITHER THE DATE OR THE VENUE FOR ANY OPENING DOUBLE-
HEADER WILL CHANGE IN DUE COURSE...

POSTPONED!

**Se7en
Lap Record
Leon Wightman**
Time: 1:43.056
Ave speed: 74.23 mph
Set: 14 April 2019
2.125-mile
full circuit

NATIONAL SE7EN

Despite his debilitating crash a few seasons ago in top level tin tops, Jeff Smith came into the 1-litre class in 2019 on a mission to prove that his BTCC credentials counted for something and that he still had the innate speed. Well, he answered that conundrum and duly delivered the National title, as well as the Winter crown too! However, the mark of a top Mini Se7en champion has traditionally been to go out

and repeat that feat the following season - such as Deviny, Spark, Sims, Braggins, Sollis, Tyrrell, Gould, Wenham, Fox - or at least keep at it for several seasons to notch up an arguably harder second title, such as Max Hunter, Paul Thompson, Mike Jackson. Time well tell, but the #1 on his car will certainly remind his rivals what they are up against. Having lost out at the very last race in 2019, Joe Thompson will be even more determined to attain 'top dog' status, and to emulate dad Paul's double of 2005 and '08. And like Tommo Sr before him, once again he is double-entered in both Se7en and Miglia categories. As in Miglias though, the competition among the leading lights will be as intense as ever, and

the list of proven winners has Darren Thomas, Andrew Deviny, Dom Burger and Spencer Wanstall, alongside potential podium regulars including reigning Novice champ' Glen Woodbridge and Leon Oli Window •

NATIONAL S-CLASS

With 2018/19 champion Scott Kendall moving to Miglias, the feeder class

to Se7ens has arguably opened up a little, although last season's runner-up Connor O'Brien will no doubt have his sights set on taking over his teammate's mantle. However, there is clearly a growing strength-in-depth among the chasing pack, and the likes of Thorburn Astin, Damien Harrington, Bens Butler and Cutler, plus Greg Daw fresh from Mighty Mini success, will all be in the mix •

Mini-7 S-Class Lap Record Scott Kendall

Time: 1:44.892
Ave speed: 72.93 mph
Set: 14 April 2019
2.125-mile full circuit

PREVIOUS CLASS WINNERS:

2019 S Kendall x2
2014 -/-
2012 J Proctor x2
2011 J Affleck x2
2009 J Affleck x2
2008 Nathan Burge
2006 T Knight

PREVIOUS WINNERS:

2019 J Thompson / D Burger
2014 A Davies / P Spark
2012 P Spark x2
2011 A Deviny / P Spark
2009 M Hunter x2
2008 P Thompson
2006 A Deviny
2003 A Deviny
2002 O Perrett
2000 D Braggins



Photos: M7RC Archive (P Waller + M Jackson)



DDMC RACE MEETING

“ Sadly we have to announce that our meeting planned for Croft Circuit April 25th & 26th 2020, has been cancelled due to the Covid-19. We, along with other organisers, received the announcement below from Motorsport UK today (17 March). We will try to rearrange the missing rounds of the NSSCC championship but at this stage we cannot promise anything. Entry fees paid by competitors to DDMC will be refunded in full. Thank you to all the other championships who had agreed to compete at this event, we hope to work with you again soon. Please watch our website & DDMC facebook page for further updates as they become available. Please take good care and we look forward to welcoming you to our events when it is safe to do so” •

www.darlingtondmc.com



In line with the Motorsport UK release, and Government advice, unfortunately all Organising Permits and Certificates of Exemption permits, until at least 30 April 2020, have been suspended with immediate effect... As a consequence, our first meeting of 2020 at Silverstone, will not be taking place and bearing in mind the time-scale indicated in the e-mail from MsUK, National Rounds 1 & 2 on April 25-26 at Croft will also not take place... The Committee will be monitoring events, 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 •

www.mini7.co.uk

TIMETABLE:

DUNLOP NATIONAL MINI CHALLENGE

Saturday 25 April 2020

START	FINISH	DURATION	SESSION	CLASS
-	-	10 mins	Signing-on	Se7en / S
-	-	10 mins	Signing-on	Miglia / Libre
-	-	1 hour	Scrutineering	Se7en / S
-	-	1 hour	Scrutineering	Miglia / Libre
-	-	20 mins	Qualifying	Se7en / S
-	-	20 mins	Qualifying	Miglia / Libre
-	-	20 mins	Race - / Rd 1	Se7en / S
-	-	20 mins	Race - / Rd 1	Miglia / Libre

Sunday 26 April 2020

START	FINISH	DURATION	SESSION	CLASS
-	-	20 mins	Race - / Rd 2	Se7en / S
-	-	20 mins	Race - / Rd 2	Miglia / Libre



Image: courtesy Wordpress

CIRCUIT LENGTH:

2.125 miles

Croft Circuit, West Lane, Dalton-on-Tees, North Yorkshire, DL2 2PL
Email: info@croftcircuit.co.uk

Driving there:

From the South, take junction #57 off the A1(M) to Darlington. At the second roundabout take the 5th exit - signed Northallerton A167. Croft Circuit is signposted approximately 2 miles south of Croft on Tees. From the North, take junction #58 off the A1(M) signed Darlington. Follow this route through Darlington, then follow the A167 towards Northallerton. Continue on this route as above •

www.croftcircuit.co.uk



2020 CALENDAR

DUNLOP MINI CHALLENGES SUPPORTED BY MINI SPARES

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

ADDITIONAL DATES FOR YOUR DIARY

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

National Rounds 1+2

25-26 April

POSTPONED!

Croft

Darlington & District Motor Club

Photo: MTRC Archive (M Jackson)



PIPER CAMS

NEWS NEWS NEWS NEWS

M7RC ONLINE QUIZ NIGHT PROVES A HIT !



...REGULAR 'FUN' SLOT ON FACEBOOK OFFERS LIGHT RELIEF FROM COVID-19 SHUTDOWN

While Formula 1 and BTCC aim to tackle the Corona-virus ennui with high-tech 'computer game' race simulators, the M7RC has already begun to alleviate the boredom from lack of real-life motorsport by introducing a good old-fashioned 'pub quiz' direct to the comfort of peoples' own homes!

Thanks to the combined efforts of the M7RC's very own 'quizmaster', press and website guru Stephen Colbran (right), plus the animated antics of sidekick Leon Oli Window, the pair have drawn captive audiences on the Club's facebook page for their own brand of Mini racing and general Mini quizzing.

Screening live from their own separate (self-isolation?) Mini workshops, the inaugural 'pilot' episode went to air on Sunday 29 March at 7pm for around 25 minutes, and was followed up with a second half-hour instalment on Monday 13 April at the same time after 'technical glitches' saw the previous evening's scheduled slot put back 24 hours.

The basic format has been quite straightforward, with five separate rounds of questions, mainly includ-

ing sections on Mini Se7en, Mini Miglia and general Mini knowledge, although Oli's 'Impressions' round of selected M7RC paddock folk during the Monday broadcast was perhaps even more left-field than his random Welsh motorsport connections from a fortnight earlier! Apparently he'd never done impressions before... you'd never guess! Seriously though, during this unprecedented time of the COVID-19

pandemic, where peoples' lives are in limbo, and in some cases perilous danger, the provision of an alternative source of entertainment in place of our cherished Mini racing weekends should be applauded, and it is hoped that the M7RC Quiz Night will become a regular feature, regardless of when any motorsport may or may not be back on the calendar... •

Images: M7RC facebook page



Watch together with friends or with a group START

QUIZ NIGHT Q&A...

Here are those questions and answers in brief:

Sunday 29 March

Round 1 - Mini Miglia

- 1 1970 champion? Mick Osborne
- 2 Fastest lap record circuit? Thruxton
- 3 Change from 998cc to 1300cc? 1994
- 4 Six consecutive titles? Peter Baldwin
- 5 Screen header colour? Black

Round 2 - Mini Se7en

- 1 First 1-litre champion, in '94? Bill Sollis
- 2 Current alloy wheels? Minilite & 100+
- 3 First circuit raced at? Brands Hatch
- 4 Lap record of 51.6s? Lydden
- 5 S-Class stands for? Scholarship

Round 3 - General Mini

- 1 First Cooper S engine? 1071cc
- 2 K-spec in Australia? Kangaroo
- 3 Four-cylinder firing order? 1-3-4-2
- 4 Last production line celebrity? Lulu
- 5 Largest production run? 1971

Round 4 - Wales & motor sport

- 1 Land speed record beach? Pendine Sands
- 2 Last M7RC champion? Ashley Davies
- 3 Current WRC star? Elfyn Evans
- 4 Longest circuit? Anglesey (Ty Croes)
- 5 Won '64 Welsh Rally? Barrie 'Whizzo' Williams

Round 5 - Mixed images

- 1? Graeme Davis & Rob Howard
- 2? Ian Curley on Thomas the Tank Engine
- 3? Postman Pat in Paul Simmonds' Miglia
- 4? Ben Butler & Ben Cutler
- 5? Aaron Smith & Kieren McDonald

Monday 13 April

Round 1 - Mini Se7en & Miglia

- 1 Last Mig race win in '19? Colin Peacock
- 2 Last 7 race win in '19? Jeff Smith
- 3 Most points in '19? Scott Kendall
- 4 Last back-to-back Mig title? Peter Baldwin
- 5 Last back-to-back 7 title? Andrew Deviny

Round 2 - 'Odd one out' pictures

- 1 All surname Smith? bar Steven Hopper
- 2 All sons of former M7RC racers? bar Thorburn Astin who also has Uncle Kane...
- 3 Rolling S-Class? Simon Martin @ Brands
- 4 All 16v Libres? bar Phil Harvey's 5-port
- 5 Cropped crash? Dom Burger @ Combe

Round 3 - General Mini

- 1 How long is classic production car? 305 cm
- 2 Fibreglass derivative at Le Mans? Marcos
- 3 Fastest speed? 156mph, 970cc turbo 16v
- 4 Outspan? 'Orange' shaped kit-car
- 5 Brit Saloon Car champ? Richard Longman

Round 4 - Mini race circuit anagrams

- 1 Evilness Rot? Silverstone
- 2 Pack Rad Well? Cadwell Park
- 3 Beery PM? Pembrey
- 4 Rotten tens? Snetterton
- 5 Ohm recycling? Rockingham

Round 5 - Oli's Impressions...

- 1 On mobile phone, sunglasses, business wheeler-dealer? Kane Astin
- 2 On mobile "Alwight geezer, I'm in the paddock, where are ya?"? Mark Wanstall
- 3 Cap on back-to-front, acting cool with the kids? Charlie Budd
- 4 "Hey Adey!"? "It's Pauli..." (Tommo?)
- 5 Loud shirt, sunglasses "...twin artics, why no tyre warmers like BTCC?"? Jeff Smith

"Oli might be off some Xmas card lists after that!" quipped Stephen Colbran, but of course the whole point of the Quiz Night is not for prizes but to have some fun and help keep up spirits among M7RC members and fans •

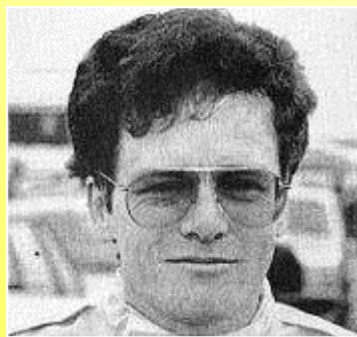
NEWS NEWS NEWS NEWS

MINI MIGLIA @50 STILL ON THE CARDS



Plans are still under way to celebrate the landmark season of the top-tier performance Mini formula, with the early August meeting scheduled at Brands Hatch for the Mini Festival earmarked for a grand gathering of former champions. As highlighted in the previous issue, the ambitious project is still considering items such as posters, badges, stickers and clothing, while the M7RC Archive is being trawled for info and images of many of the formula's past champions. Former Miglia racer himself, Mark Chandler (with Peter Baldwin, below right) chandlermark3@sky.com provisionally offered to coordinate the project, and had a designer on standby with a range of mock-ups for possible inclusion, while a list of Miglia past masters could be compiled for select invitations to the big event. The inaugural National Miglia Champion, Mick Osborne (above, on roof)

will hopefully be in attendance, along with several dozen others, including record 7-times National title holder, Peter Baldwin. Other names that are still regularly seen in and around the M7RC paddocks are Bill Sollis, Ian Gunn (both pictured right, between Myk Cable and the late Len Brammer), Ian Curley and Paul Thompson, 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, such as Wayne Grayer, Martin Wager, Mark Jones and Gerald Dale who are also still around the paddocks today. 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 (left), 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, whether that be at Brands in August or at a later opportunity... •

Photos: M7RC Archive



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 •



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 •



WEBSITE UPDATE

The M7RC website is undergoing a major redesign and should hopefully be ready before the racing season resumes. The aim is to allow quicker and easier uploads for news, points, merchandise, downloads and images, and in particular the Club's vast Archive project, including items such as rare Club mags (below) •

Image: M7RC Archive



PLEA FOR OLD PICTURES

In this strange time of social distancing and, for many, enforced home working, or even furlough, the power of the Internet to bring people together should not be underestimated. A great example of this is the M7RC's *facebook* page which has demonstrated just how an online medium can work to not only entertain, but also reveal marvelous historic reference that may otherwise take many moons to trawl from the memory banks, oil-smeared magazines and dusty boxes of happy snaps. In particular, the current 'game' of recalling past drivers, starting from A and working forwards to Z (eventually), has proved a popular distraction from the distressing daily news on TV. It has also begun to unearth some fabulous old images of race Minis/drivers from the M7RC's rich and colourful past, and which are all openly welcome additions to the ongoing Archive project. Do please keep posting any old pics, otherwise the one of 2009 Mini Se7en Novice Champ' Terry Barringer and charming associates (left) may never see the light of day again, and that would be a crying shame •

Photo: M7RC facebook



NEWS NEWS NEWS NEWS



“This week, I have mostly been...”

Hi to you all, hope everyone is keeping safe and well.

As you all have plenty of time and we made the Regulations easier to read and understand, I expect all cars to be perfectly presented and in full compliance with your Regulations when we resume (I can only hope)...

What have I been doing? Well, I have not been chasing around the country to different race tracks and meetings as I would normally do, instead Gill has found me a few jobs to do around the house, plus it means more time in the garage/workshop.

Towards the end of last year I bought a 1967 Porsche, imported from the good ol' USA. It was a runner (in a very loose fashion). It had been stood for 17 years, and as you do, it has ended up being a full nut-and-bolt rebuild; stripped to bare metal, new floors and front suspension mounts, plus a lot of patching as needed. I did an amount of body prep' work, then it was off for paint (just as the pandemic arrived). It has not managed to return as yet, but I am hopeful that it might return before much longer.

‘TECHNICAL’ UPDATES FROM THE M7RC SCRUTINEERING TEAM



In the interim I have stripped and rebuilt the engine and ‘box (a few mods: re-cam, new pistons and barrels, etc, plus new carbs). That has been sat now for a while but it does start and run well (easy to do with an air-cooled car). I am now back working on a 1918 Chevrolet that has not run since 1927. I have had new pistons made, a new cam plus many other parts. It's a long-term project; its history is that it was hit by a fire engine that was on call in 1927, in Atlanta. It was put into storage and thankfully never scrapped. The chassis and body are rebuilt and painted and the engine nearly back together; it should be a good driv-

er when finished, but when the Porsche returns, work on it will stop.

I had a short run out in my Healey (just to get grasscutter petrol, no restrictions on what car you use), and my Model T started first time after the winter lay up. Veteran car events are also not running so a quiet year all round.

I did ask for a Technical Meeting at the Silverstone event that never happened; I have a few points that you maybe should all look at and decide what you wish to do re. the Regulations, but no rush, “Rome was not built in a day” as the saying goes.

What have you all been doing..?

I can only wish you the best and hope you all stay well •

Steve Wood



Photos: S Wood

NEWS NEWS NEWS NEWS

RETURN OF THE PINK PANTHER ...MANDERS



Recently uncovered from its storage after a quarter of a century is the former Manders Mini Se7en of Graham Lloyd, which the paint and inks firm director raced alongside the identical

championship-winning car of Mike Jackson in 1992/93. The car is going to be run as an S-Class by former Se7en racers, Ian Causon and Rudi Spencer, for Ian's son Greg •

Images: M Jackson + K Ellison



THE BUTLER DID IT

First pic of S-Class Rep Ben Butler's new-for-2020 colour scheme with subtle shades of sky blue, and backed primarily by Cooper Skip Hire. Same racing number as before, #742 •

Image: M7RC facebook



IN FATHER'S FOOTSTEPS?

Another young recruit hoping to join the S-Class grid in the not too distant future is Conor Stanton, seen here with his part-prepped bodysell in the workshops of dad Les who has yet to race in the Libre category, having been registered in the 'open' class for a couple seasons •

Image: M7RC facebook



IN BRIEF

MIGHTY MINIS LOSE DATES

Like all other series, the 2020 calendar for BARC's Mighty Minis championship has been severely hit by the Corona-virus pandemic, with four dates already 'off', leaving less than half the original 7 weekend events •

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

CASTLE COMBE MINI ACTION DAY

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

REAR GUARD ACTION

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 •



Image: P Harvey

LIBRE PROJECT TO GO

Last time we checked, former Se7en and S-class racer Rob Pavey still had his Libre project (below) up for sale. For details, interested parties can contact him on facebook@RobertPaveyRacing



Image: M7RC facebook

NEWS NEWS NEWS NEWS

WHERE DO WE GO FROM HERE ?

Despite the Coronavirus-induced hiatus on all motor sport, various scenarios are under consideration by the M7RC for when the 2020 race season resumes...

While we all sit tight and twiddle our thumbs during the unprecedented period of the COVID-19 pandemic, there are already plans afoot behind the scenes to be up and running as soon as it is deemed safe by the 'powers that be' for motor racing to continue. While Formula 1 and other top-level motorsport disciplines may well get the nod before anyone else, the clamour for revised or completely new club racing dates is likely to be immense, and so the M7RC is very much keeping its 'ear to the ground' on all possible situations arising.

Colin Peacock, Commercial Manager of the M7RC, has been 'on the case' compiling at least three potential revised race calendars, with the very optimistic 'best case scenario' working to the MsUK's current end-of-June permit deadline, and keeping with the overseas Zandvoort trip in early July, followed by the two Brands visits in August, then Castle Combe in early October and finally back to Brands for what was the November Winter meeting. This would leave 12 National Challenge rounds without

having to make any changes to published dates, although the rounds may well be re-numbered under the provision of 'extraordinary' force majeure measures granted by the MsUK.

The 'next best case scenario' assumes travelling abroad so soon is likely to be restricted, let alone the cost aspect to many people already hit financially under the current crisis, so Zandvoort would be omitted, thus leaving the National calendar at just 9 rounds.

In the third 'alternative scenario', the assumption of an even later September start means both August Brands meets would be off, but that we could take up the mid-October meeting already offered at Croft, and which would be a fair replacement for the Darlington & District Motor Club's meeting already postponed from this 25-26 April, and which were scheduled originally to be Rounds 1 & 2 of the 2020 National Challenge. This third scenario would in theory offer 11 rounds with the addition of possible 'to be confirmed' double-headers at Donington and Silverstone, both in September. Further, there is a possibility that

the November Brands meeting could also count towards both National and Winter Challenge status - as used to happen occasionally back in the 1970s and 80s, although this would have to be confirmed with the MsUK. With many race dates already cancelled and more possibly to follow depending on how long the racing 'shutdown' continues, race organisers will therefore be hoping to replace some if not all of these 'lost' dates by year end, and so there may well be new dates that could be added, perhaps extending the M7RC 2020 season beyond November...

However, as Colin advises: "I think it's a fool's game trying to figure out which one will happen but, as an optimist, I am still thinking the best case, and a Zandvoort start CAN happen. It is also worth noting that the DTM still have Brands Hatch GP in their restructured calendar..."

Whatever the final outcome, rest assured the M7RC and its Committee will be aiming to ensure that the 55th season of Mini 7 racing will be as memorable as the previous 54! •

COVID-19 UPDATE

Thursday 9 April 2020

BARC Email to Competitor Representatives

"Dear All,
I thought that I should give you all an update on the position with the BARC and within motorsport in general as we see it to be at the moment. Perhaps you could pass on to the competitors within your championship some idea of where we currently stand so that they are not left in the dark. The position remains unchanged in that I am working from home and David is furloughed and hence he is unable to contact competitors in any way. However to allay any concerns as we have said previously any money which has been paid to BARC is being held to then be transferred to a meeting once we start racing or for refunding once we are back in the office and able to do so. When we are likely to go racing is still not clear but our hopes are that sometime in July looks as if it might be possible. Unfortunately the Goodwood Festival of Speed due for the second week of July has been cancelled and a decision on the British Grand Prix, due to following week, will be made by the end of April. Some of the reasons for these decisions is down to the time taken to set-up for events such as these, along with the number of people expected on site together at the same time. Therefore because of all of the current uncertainty we are unable to put any plans in place until we have some more guidance from the government and Motorsport UK as to their expectations. However we do continue to discuss options with the various venues for dates from July onwards but not considering anything prior to that date. Once we know a little more I will be in touch again so that you have some idea what is happening but please rest assured that you the drivers' representatives will be consulted before we make any commitments on behalf of your championship for the end of the year.
Best regards" •

Ian Watson
BARC



2020 DUNLOP NATIONAL MINI CHALLENGES supported by Mini Spares

'BEST CASE' SCENARIO

Date	Rounds	Circuit	Organiser / Notes
3-5 July	1 + 2 + 3	Zandvoort GP	CZL / British Racing Festival
8/9 August	4 + 5	Brands Hatch Indy	MSVR / Mini Festival South
22/23 August	6 + 7	Brands Hatch GP	ITR / DTM & Formula Woman support
3/4 October	8 + 9	Castle Combe	CCRC / Autumn Festival
14/15 Nov'	10 + 11 + 12	Brands Hatch Indy	BARC / includes Night Race

'NEXT BEST CASE' SCENARIO

8/9 August	1 + 2	Brands Hatch Indy	MSVR / Mini Festival South
22/23 August	3 + 4	Brands Hatch GP	ITR / DTM & Formula Woman support
3/4 October	5 + 6	Castle Combe	CCRC / Autumn Festival
14/15 Nov'	7 + 8 + 9	Brands Hatch Indy	BARC / includes Night Race

'ALTERNATIVE' SCENARIO

Early Sept'	1 + 2	Donington Park	'To be confirmed...'
Mid Sept'	3 + 4	Silverstone	'To be confirmed...'
3/4 October	5 + 6	Castle Combe	CCRC / Autumn Festival
17/18 October	7 + 8	Croft	DDMC / Northern Festival
14/15 Nov'	9 + 10 + 11	Brands Hatch Indy	BARC / includes Night Race

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NEWS NEWS NEWS NEWS

MOTORSPORT UK'S £1M CLUB CONTINUITY FUNDING



Motorsport UK, the national governing body of four-wheel motorsport, announced on Wednesday 8 April a £1 million funding package to help its clubs address the financial consequences of COVID-19. The funding is one of a number of measures that it is implementing to offset the economic impact that the global pandemic has wrought across the sport. In order to help protect the NHS and save lives, Motorsport UK has suspended all event permits until 30 June. This suspension is subject to a rolling review to enable the sport to resume as soon as is practicable. Motorsport UK typically issues around 4500 event permits per annum, across all forms of motorsport in the UK. Although circuit racing enjoys the highest profile, there are a broad range of other motorsport disciplines enjoyed by more than 40,000 licence holders across karting, speed, trials, cross-country, rally, autocross, rallycross, drag racing and autotest events. Many of these grassroots, low cost motorsport activities can be undertaken in standard or lightly modified road cars and by enthusiasts funding their sport from their own pocket. Motorsport UK is setting aside the £1 million of funding to support its 720 member clubs, responsible for organising and promoting motorsport at all levels in the UK. The aim is to mitigate immediate financial risk and help to aid recovery towards a strong and sustainable future. There are some 40,000 people working in the motorsport industry in the UK, and they are predominantly self-employed or working for small organisations, with combined revenues of £10 billion per annum. The suspension of all motorsport has an immediate and detrimental effect on the workforce, and the government has acted to begin to provide support in this area. At the same time the burden has firmly fallen on the event organising clubs and championship organisers many of whom have no recourse to government aid. In recognition of the considerable hardship placed on its member clubs, the Motorsport UK Board has agreed to allocate £1 million of direct funding to support the community. This investment will be used to create two funds, each valued at £500,000, to provide loan and grant support to Motorsport UK clubs through this challenging period. A Motorsport UK panel will review each application and decide the amount to be award-

ed and the funding mechanism. Applicants may receive funding from the Motorsport UK Club Continuity Loan Fund or The Motorsport UK Club Continuity Grant Fund. The Continuity Funds have been created to support clubs who are most at risk due to the pandemic. Such clubs may be awarded funding from either stream up to a grant value of £10,000 or a maximum loan value of £25,000. Clubs are expected to use all government guidance and support available to them before considering applying for the funds. The Motorsport UK Club Continuity Funds should be a last resort for clubs who are able to demonstrate that after taking all reasonable steps and without a level of intervention, they will struggle to resume activities as a direct result of COVID-19. Motorsport UK has taken measures to protect its own financial position at this time including furloughing one third of its staff, freezing all discretionary spend, suspending investment in capital expenditure projects, reducing staff pay and cutting working hours across the organisation for the duration of this period.

David Richards, chairman of Motorsport UK, said, *"These are unprecedented times for the nation and for motorsport. Our community looks to us to provide leadership and help protect motorsport from the financial fallout of this pandemic. We have taken measures to reduce the overheads of the core organisation, while continuing to provide the essential levels of service to the sport. Today we have launched a series of financial measures that member clubs can access, in order to try and mitigate some of the hardship they are inevitably suffering."*

"During this time, there is a spirit that we are all in this together, and it is only right that Motorsport UK takes practical measures to reduce expenditure, while launching these funds to preserve those responsible for organising events, without whom there can be no motorsport. We are custodians of motorsport in the UK and have a responsibility to our clubs, to do all that we realistically can, to sustain their operations at this uniquely challenging time."

Motorsport UK's leading duo, Chairperson Dave Richards and CEO Hugh Chambers (top)
Images: courtesy autocar.co.uk + Motorsport UK



COVID-19 UPDATE

Tuesday 24 March 2020

Motorsport UK Extends Suspension of Motorsport Permits to 30 June

In light of recent developments in the COVID-19 crisis, and following the address to the nation by the Prime Minister on the evening of 23rd March, Motorsport UK has today extended its suspension of all organising permits and Certificates of Exemption for motorsport events until at least 30th June.

This move provides clear guidance to event organisers, venues, competitors, officials and volunteer marshals of the role that Motorsport UK must play in supporting the broader UK public health agenda. In recent days the feedback from our members and the community was a need for increased clarity to allow them to plan appropriately and, should the need arise, put in place necessary contingency measures.

Motorsport UK Chairman, David Richards explained:

"Motorsport UK has a vital role to play with its community in reinforcing that, at this time of national emergency, we must all stay at home to play our part in protecting the NHS and ultimately saving lives. Today, the government have required that we effectively lock-down for a period of three weeks, however given that the most vulnerable in our society are required to isolate for three months, it is evident that the most responsible course of action was to propose a longer suspension of our sport. When we reflect back on this time, it will be a brief, but vital, hiatus from our everyday motorsport life and we must put this in perspective. This is a time of national unity and we need to come together with the broader public community to do all we can to support this battle and ultimately save lives."

Motorsport UK will continue to monitor the prevailing advice from the UK Government in respect of the COVID-19 international pandemic and will update the motorsport community accordingly •

Motorsport UK

NEWS NEWS NEWS NEWS

CHAIRMAN'S CHAT



OUR 'MAN AT THE TOP' OFFERS UP A FEW CRUMBS OF COMFORT IN THESE DIFFICULT TIMES...

I never thought that we would all be experiencing such awful times as those we are going through at the present. Some have tragically died and it has now been shown that it is not just the elderly - I fit into that category - but the young can be tragically affected as well. I have just been watching 99-year-old Captain Tom in my home county of Bedfordshire, completing his 100 laps to raise an unbelievable sum, around £12 million at the time... My word, I have to say his achievement in raising money for all those associated with the NHS - carers, nurses, doctors, ambulance drivers, paramedics, etc - is truly inspirational and I don't mind admitting it brought a tear to my eye. It is at times like this that we realise that maybe our own situation is not as bad as it is for others. Anthea and I are lucky to have our own garden, not big I have to admit, but we can sit out and enjoy lovely weather. Some don't have the pleasure that a garden can bring and trying to keep young children amused in these situations must be very difficult. No doubt this will put a strain on relationships.

Everything has changed due to this terrible virus. I suppose the main thing we miss is not being able to see our daughters and the grandchildren. Family bingo and quizzes, courtesy of Zoom, and the regular phone calls, is hardly a replacement. Technology has really come into its own during this time, but nothing will replace the human hug! We are also missing socialising with friends, Mini Seven Racing Club members and others, that we have known over the years, and of course we miss our sporting love, namely motor racing; at all levels, from 'club' up to the dizzy heights of the World Endurance Championship and Formula 1. Whether we will see our grandson race at Le Mans this year is still in

some doubt, even though the date has 'slipped' to September. We are all in the dark, to some degree, about the future. Yes, Motorsport UK has suspended the issue of racing permits until the end of June, but this might well change. Like yourselves, I hope that this pandemic will be eradicated by the end of the year so we can get back to some sort of normality, and I would like to wish all those in the M7RC running businesses, especially in the world of motorsport, that they can survive this financial nightmare.

If there is a brighter note, it is at times like this that those 'little jobs' seem to get done; those tasks that seem unimportant whilst we have racing or the activities that keep you happy, fit and entertained. I know that I am missing my weekly attendance as a guide at Bletchley Park (the WWII location of the Codebreakers). We, the volunteers and staff, never thought that a (reputedly) Chinese virus would close the site; something that the Germans never achieved! As the Park is totally funded by visitors coming through the 'gates', I hope that it will open again and not be one of many organisations that 'folds' under the financial pressure of zero income during this period.

Now, if you are like me, taking pictures - or should we call them images? - is a means of keeping memories of visits to foreign countries or equally beautiful locations, 'closer to home'. The identifying of these images sometimes never gets completed and, as a result, a particular image is not always easy to find. Well, as a relief from painting anything that doesn't move, or doing that job on the Mini that 'you' have been putting off, I have made a start. It's amazing how many places we have visited, some with the M7RC. I think our favourite trip was to Croatia back in 2018, but then there was our trip to Colditz, then the Mohne Dam, then Monza, then

Le Mans etc, etc... how lucky we have been. So glad we did it when we could. Also it is at times like this that we look back to 'moments gone by'. I still remember the first time I raced with the M7RC; some would argue that the word 'race' is not that accurate in my case! Our eldest daughter Genevieve, always known as 'Genny' to the Club members, took over from Dad who was painfully slow! At least I did have a go. One of her first meetings was at Pembrey. I can remember that her number was #20 and mine was #28. With careful placing of the correct-shaped black tape the zero could become an eight when I was 'racing'. Anything to save money! Our first car was bought from Dave 'Goody' Goodridge, a driver of some note in his day. I saw the car at Brands Hatch at one of the M7RC meetings and the seed of having a go was planted. Cookies Mini appeared a few months later but the car wasn't near the front, it was 'bog' last. Surely nothing to do with the driver! As some of you can remember, Cookies Mini, in its second form (mauve, blue and yellow), was nearly all built by ourselves and it was certainly competitive, especially in the hands of Genny. We gave the top names in those days a very good run for their money; Michael Jackson (whatever happened to him?), Tina Cooper, Tim Sims, Dave Braggins, Dave Banwell, Phil Manser... the list goes on. Great times and we as a family still miss the camaraderie of the racing paddock - sweet memories.

Back to reality, depressing though it may be; I sincerely hope that you and your families all stay safe. I certainly miss your company and can only hope that, as the song goes: "We'll meet again..." doing what we love to do, race those lovely classic cars.

Take care •

Nick



Happier times for the Chairman, Cookies 2 well up in the Se7en pack in '95, driven by daughter Genny...
Images: N Cooke + M7RC Archive / Ferret Fotographics (M Harvey)

NEWS NEWS NEWS NEWS

'O-PLATE' WINTER POINTS TABLES - 2020

Pos	No	Driver	1	2	3	4	5	6	Points	Total
									best 5	
MINI MIGLIA										
	0	Colin PEACOCK	ns	ns					-	-
	11	Kane ASTIN	ns	ns					-	-
	15	Gordon POCOCK	ns	ns					-	-
	23	Rupert DEETH	ns	ns					-	-
	40	Jonathan LEWIS	ns	ns					-	-
	78	Scott KENDALL	ns	ns					-	-
	85	Sam SUMMERHAYES	ns	ns					-	-
MINI LIBRE										
	141	Dan LEWIS	ns	ns					-	-
	277	Andrew DEVINY	ns	ns					-	-
MINI SE7EN										
	1	Jeff SMITH	ns	ns					-	-
	11	Adam LEWIS <i>*#12</i>	ns*	ns*					-	-
	20	Darren THOMAS	ns	ns					-	-
	21	Jordan SIMS	ns	ns					-	-
	39	Glen WOODBRIDGE	ns	ns					-	-
	46	Max HUNTER	ns	ns					-	-
	72	Arnold DUNCAN	ns	ns					-	-
	76	Jo POLLEY	ns	ns					-	-
MINI-7 S-CLASS										
	712	Greg DAW	ns	ns					-	-
	715	Jonnie KENT	ns	ns					-	-
	758	Matthew AYRES	ns	ns					-	-
	787	Connor O'BRIEN	ns	ns					-	-
	795	Stuart GILBY	ns	ns					-	-
	796	Mark CHAPPELL	ns	ns					-	-

1 Silverstone Nat'	21 March	FLs:	n/a	Poles:	n/a	postponed
2 Silverstone Nat'	22 March	FLs:	n/a	Poles:	n/a	postponed
3 Silverstone Nat'	22 March	FLs:	n/a	Poles:	n/a	postponed
4 Brands Hatch	14 November	FLs:		Poles:		
5 Brands Hatch	15 November	FLs:		Poles:		
6 Brands Hatch	15 November	FLs:		Poles:		

Miglia, Se7en & S-Class points as per Challenge regulations: Best 5-scores-from-6 results to count
1st – 20; 2nd – 19; 3rd – 18; 4th – 17; 5th – 16; 6th – 15; etc, down to 3 pts for 18th
2 pts to all other finishers; 1 pt for all non-finishers

Libre points as per Invitation class regulations: Best 4-scores-from-5 results to count
1st – 10; 2nd – 8; 3rd – 6; 4th – 5; 5th – 4; 6th – 3; 2 pts to all other finishers; 1 pt for all non-finishers

note:

THE ABOVE TABLE REPRESENTS A RECORD OF ENTRY FOR SILVERSTONE ON 21-22 MARCH, SHORTLY BEFORE THE MEETING WAS POSTPONED FOLLOWING MOTORSPORT UK'S SUSPENSION OF RACE PERMITS.

IT MAY BE CARRIED FORWARD FOR PROVISIONAL INFORMATION TO A FUTURE TBA/TBC RACE MEETING, WHICH ITSELF COULD BECOME A FULL OR PART-REPLACEMENT FOR THE ABOVE POSTPONED WINTER CHALLENGE ROUNDS 1 + 2 + 3...

IN BRIEF



DEAL ON BIG MAC DRIVE-IN!

Proven race-winning Se7en for sale as a complete package or seperate. Engine refreshed, chassis and set-up sorted. Rolling road showed very good power. Couple of niggles from early 2019 now sorted. Spares package available. Everything you need for a full season's racing. Jump in the Merc' Sprinter with Mini and bits inside, straight to the next race and even sleep in the van in the paddock, saving costs on hotels/camper and tolls/ferry. Full package including van only 16k. If you want to jump into a car and win straight away, look no further. Selling to focus on Miglia, contact Kieren McDonald on 07739-963981 or kieren.mcdonald@gmail.com or via [facebook.com/bigmacracing](https://www.facebook.com/bigmacracing) •



Images: courtesy K McDonald

THE A-LIST ...



PARTLY INSPIRED BY THE BOOK ENTITLED *THE FORMULA ONE DRIVERS - FROM ABECASSIS TO ZUNINO*, AND PROMPTED BY THE RECENT ONLINE MEMORY-DREDGING BY CLUB MEMBERS, WE THOUGHT IT MIGHT BE A NICE IDEA TO RECAP ALL M7RC DRIVERS PAST AND PRESENT, BEGINNING OF COURSE IN ALPHABETICAL ORDER...



David Abbott

The following is the full 'A-list' of driver surnames but if you think there may be more then let the M7RC know and we'll endeavor to add them in the next issue of *Pit & Paddock*...

David ABBOTT ↑
Miglia (1975-81, 93-00)
Longtime racer whose first spell saw frequent top finishes; later secured 1998 Winter title and several *MiniWorld* Trophy race wins.

Andy ABRAMS
Miglia (1979-82)
Concentrated mainly on Southern-based TEAC and Graham Hill series.

Mike ACTON ↓
Se7en (1990, 93-94)
First car emblazoned with 'my mum told me not to drive too fast!' on bootlid; later shared St Jude Racing entry with Roger Ratley.



Mike Acton

Rob 'Bryan' ADAMS
Se7en (1971-72)
First season entry listed as a Riley Elf, second season as an '865'cc BLMC Mini...

Simon ADAMS
Se7en (1991-02)
Gradually worked his way up the order to National runner-up behind Dave Braggins in 2000.

Bob ADDISON
Se7en (1973-77) / Miglia (78-81)
Won TEAC Se7ens in '76, then second overall in Nationals the following year before switch to Migs. Sadly died in motorbike accident in '91.

David ADDISON
Se7en (2000)
Well-known motorsport commentator guested in Dave Braggins' title-winner at Silverstone Winter meet.

Robb ADDISON
Se7en (2010)
Multi-champion in Rover, MG and Honda saloons before decent Mini results in own Robbspeed entry.

Julian AFFLECK ↓
Se7en (1977-79, 82, 13, 15)
S-Class (2008-11, 16-17)
Class wins came in S-Class as triple-champion between 2009-11; retired 'upstairs' to role as Club scrutineer.



Julian Affleck

D AIKEN
Se7en (1967)
Listed for one finish at Silverstone in car he usually entered for R J Taylor.

Colin AITKEN
Se7en (1979-81)
Boopspeed entry, scored Graham Hill series win at Donington in 1980.

BRIAN ALLAN
Se7en (1979-82)
Based in Caterham, occasional grid-filler, mostly in TEAC events.

Gerry ALLEN
Se7en (1967)
Leading light in M7C team that won the Oulton Park 5-Hour Relay that year. Also noted for de-seamed car.

Paul ALLEN
Se7en (1973-74)
Several races, mostly in Thames Estuary Automobile Club events.

Malcolm ALLEN
Miglia (1973)
Single appearance, mixed in with Special Saloons at Silverstone.

John ALLEN
Miglia (1974)
Three entries recorded for Tollgate Racing but listed as DNS for all.

Norman ALLEN
Se7en (1978-79)
Sporadic appearances from Reading-based racer over two seasons.

Peter ALLEN
Se7en (1977-83) / Miglia (1985-00)
A few 850cc wins before many more victories in 998 Miglias and regularly in overall top three in early 90s.

Keith ALLINGTON
Miglia (2005-09)
Novice title in debut season with frequent top-10 finishes thereafter.

Danny ALLPRESS ↓
Miglia (1983-90)
Race winner, often 'irrepressible' in Club reports, in other press tagged 'colourful'. Real-life character in TV film *Supergrass*... Died from cancer.



Danny Allpress



...THE A-LIST...



Paul AMISS ↓
Se7en (1990-91, 93)

Narrowly lost out to Niv Burge for Novice honours in debut season; decent top-10 finishes on a budget.

Reg ARMSTRONG
Se7en (1970-79, 90)

Leading light during early 70s as part of Castrol team, culminating with the 1972 title.



Paul Amiss

Ben ANDERSON
Se7en (2009)

Autosport journo raced Graeme Davis' spare car at Snetterton double-header for big magazine feature. Some panelwork required after...

Frank ANDERSON
Se7en (1969-71, 73)

Only a few part-season campaigns but decent mid-table rankings.

Phillipe ANDRÉ
Invitation (2012)

French racer who took part in Miglia double-header races at the Brands Mini Festival.

David ANDREW
Se7en (1976, 78)

More non-starts than raced and no finishes listed in Mini 850 series.

David ANGLESS
Miglia (1970)

A race winner in first 'Mille' Miglia championship season.

Phil ANNING
Miglia (2004)

Some decent top-10 results is a season that also gained the Novice title by a single point from Phil Rudge.

Steven ANSTISS
Se7en (2000) / Miglia (2002-04, 06)

Shared a tidy 1000cc car with daughter Naomi and then again in 1300 Miglias but budget suffered.

Naomi ANSTISS
Se7en (2000) / Miglia (2002-03)

Circuit novice along with dad Steven, early Se7en results outweighed those in Miglias.

Julie ARMSTRONG ↗
Se7en (1987-90)

Daughter of Reg, huge rollover at Lydden in '88 made the motorsport press; some good results elsewhere.

Peter ARNOLD
Miglia (2017-19)

Steady finishes over first three seasons to establish a regular slot in mid-table.

Paul ASHBY
Miglia (1989-90)

Only a handful of races over two seasons in ex-Project 3 car.

Brian ASHLEY
Se7en (1968-89)

Half a dozen appearances with best result in top 10 at Combe after making it through the heats.

Damon ASTIN →
Se7en (1999-13) / Invitation (2014-16)

Gradual rise up the ranks to top-10 regular before switch to Invitation/Euro spec; Zandvoort wins in 2015.

Kane ASTIN
Se7en (2002-09, 12, 16) / Miglia (2009-19)

Soon among the frontrunners and took Se7en title in 2009, repeating that feat in Miglias six years later.

Thorburn ASTIN
S-Class (2018-19)

Son of Damon, victorious Under-17 debut season saw class victory at Zandvoort and regular podiums.

P ATKINSON
Se7en (1967)

Was a DNS for one-off entry at Brands in early April.

Expect a load of Bs and, in some cases, sons of B's in the next issue...



Julie Armstrong

Terry ATTOE

1275 GT (1976) / Miglia (1979-80, 82-83)

Single season in top-tier Clubman series before Miglias brought wins and very nearly the '79 TEAC crown.

Paul AUSTIN

Se7en (1995)

One finish and two non-starts for the Scunthorpe-based racer.

Ian AVERILL

Se7en (1978, 81-82, 84)

Irish Mini-7 racer who ventured over to UK on several occasions, including for England-Ireland Challenges.

Graham AYERS ↓

Se7en (1967)

Top-6 finish in only FM-7 start; raced elsewhere as Free Formula spec •



Damon Astin



Graham Ayers

Photos: M7RC Archive + courtesy Autosport + Motoring News



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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	



Photo: M7RC Archive (P Waller)

Pit & Paddock

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2019

2019: Issue 1  www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

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
Brands D-Plate Report
Latest news
Awards evening
Technical updates
Runners & Riders
From the Archives
Second Silverstone



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2019

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DUNLOP MINI CHALLENGES
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Mini Miglia:
Scorching pace

Winter Wow!

Cracking Season Opener at Silverstone

Mini Se7en:
As close as ever

Top
Mini
action!

Croft Preview
• Se7en: Smith's new pace
• Miglia: Right at the top
• S-Class: New form as form
• Libby: More to come
Silverstone Report
New cars & colours
Latest news
Technical updates
Runners & Riders
From the Archives
Croft revisited



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DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini Se7en:
New records

6
Croft
winners!

Chills & Thrills!

Cool Mini action from Croft

Mini Miglia:
Even quicker

Thruxton Preview
• Se7en: Thompson takes lead
• Miglia: Deegan & Smith top
• S-Class: Knevel goes clear
• Libby: Advantage Davis
Croft Report
Full results
Latest news
Technical updates
Runners & Riders
From the Archives
Tales of Thruxton



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2019

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DUNLOP MINI CHALLENGES
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Mini Miglia:
Top Guns

As seen
on ITV
Sport!

TV TOCA TRIUMPH

Mini Se7en:
Fun on Film

Zandvoort Preview
• Se7en: Thompson's surprise
• Miglia: Series lead for Smith
• S-Class: Knevel in control
• Libby: Double double theory
Thruxton Report
Full results
Latest news
Technical updates
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From the Archives
Overseas adventures!



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2019

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DUNLOP MINI CHALLENGES
supported by MINI SPARES

M7 S-Class:
High flying

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
Zandvoort Report
Full results
Latest news
Technical updates
Runners & Riders
From the Archives
Brands Hatch in summer



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2019

2019: Issue 6  www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

Mini Miglia:
Hard & fast

Feisty Festival

Drama
packed
Mini Festival
at
Brands

Survival
of
the
fittest...

DTM Brands GP & Cadwell Preview
• Se7en: Thompson's return
• Miglia: Steady state
• S-Class: Knevel to keep title?
• Libby: Honey's golden goal
Mini Festival Report
Full results
Latest news
Technical updates
Runners & Riders



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Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 7  www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

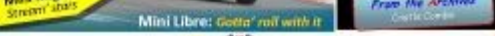
Mini Se7en:
Pick attack

Cadwell
Park
recap!

Mini Meisters

Mini 7 S-Class:
Honours shared

Combe Preview
• Se7en: Back to back for Smith
• Miglia: Knevel's second title
• S-Class: Knevel's second title
• Libby: Two very close
DTM Brands GP Report
Full results & points
Latest news
Technical updates
Runners & Riders
From the Archives
Combe Corner



Pit & Paddock

Official Newsletter of the Mini Seven Racing Club

2019

2019: Issue 8  www.mini7.co.uk

DUNLOP MINI CHALLENGES
supported by MINI SPARES

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 to the fore
• Miglia: Svensen's star
• S-Class: Knevel in the groove
• Libby: Honey's double
Cadwell Park review
Full results & points
Latest news
Technical updates
Runners & Riders
From the Archives
MTC Wins



**Why join the
Mini 7 Racing Club?**

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

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

ABOUT US



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.

www.mini7.co.uk

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?

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



Images: M7RC Archive (M Barrington)

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

added. The 'Special Tuning' trophy is awarded to the overall winner •



From the Archives

Croft



20
years ago
2000

Se7ens funnell through Hawthorn led by poleman Banwell, kicking up cement dust for oil dropped by the GTs (left) Andrew Deviny slides wide (below)
Photos: M7RC Archive (C Watkins)

*full info in: Pitlane magazine, Autumn 2000 issue

THE VISIT NORTH WAS PART OF THE POWERTOUR PACKAGE, INCLUDING BRITISH GT

DUNLOP NATIONAL
MINI SE7EN - 23 July

Braggins gets the brakes

Qualifying: Ralph Saunders led the pack out onto the track only to spin at the very first corner. Gather that fact together with the first lap spin of Jon Cullum, and one wonders what the 'Pitstop Boys' (and girls) are painting on their tyres! Back to the qualification and the track was dry, but with a fair breeze it was likely that the grid would be influenced by the various success of tows. Dave Braggins set the immediate pace, followed by Adams and Banwell not far behind. Braggins session was cut short by a broken rear camber bracket or as 'Braggo' explained to the commentary team, "a black bit of metal that connects to another bit of metal that holds the wheel on, broke". What a literate fellow! Tanya

was not impressed. Dave Banwell took up the challenge as 'Braggo' left the scene, putting in some strong laps giving himself a 0.75s gap to second spot that would never be beaten. Things were somewhat tighter for second spot; Kelly Rogers held second for some time until an on-form Dick Hunter pinched the position. Another driver who had the car working well was Oli Perrett, who put his car into 4th position with half the session gone. With three minutes to go, a late charge by Rogers gave him second on the grid at only his first time at Croft, with third being claimed by Simon Adams. Tim Sims had an eventful session that he explained as "b-b-b, vroom-vroom, b-b-b, then I punched the steering wheel". What Tim is trying to explain was he hit a kerb (apparently trying to avoid a back-marker) early in the session which ripped his exhaust from the car. This was repaired hastily in the pits, allowing him a few moments of motoring only for him to run out of petrol a couple of laps later. Nice one! 'www.icantprepmymini.co.uk' (sturdy Tim's car!)

Race: A wheel-spinning Banwell just held onto his front position into the first corner, although a slight touch from the pursuing Rogers would ensure that they would not be able to make an immediate breakaway. The best start went to Jim Hall who was up to 6th, most other positions stayed stationary, obviously aware of the tricky first corner. The commentators were amazed that the mass of Minis made it through the first bend without a spin, seemingly expecting chaos with such a huge grid. At the end of the first lap the positions were, 1st Banwell,

2nd Rogers, 3rd Braggins and Adams and Hunter, 6th the rest! The three-abreast battle for 3rd was allowing the front pair to break away however as the commentators suggested, this would not last for long. Andy Burge was the man on the move, up to 16th from his lowly grid position caused by mechanical problems. Jim Hall was being shown the black and orange flag to bring him into the pits, as his very dented rear end, courtesy of Jo Tandy, was lapping with flames from inside the boot. Oblivious to his now mobile barbeque, and the flag, Hall continued to circulate in what



From the Archives



place to... umm... a Mini! Position changes were abundant with Andy Burge now battling his way through the second bunch including Tandy, Paul Thompson, Carl Willoughby and Jon Cullum. Oli Perrett had a big sideways moment at Tower that lost time for himself and the avoiding Tim Sims, both now a firm target for Andy Burge who had broken free of the second group and was setting fastest lap after fastest lap. Six minutes remaining and at the sharp end was Adams, Rogers, Braggins, Banwell and Hunter. Rogers now struggling with absolutely no brakes and was forced to relinquish his fast pace and lose a few positions. Banwell went wide at Tower, leaving Braggins to challenge Adams for the lead. Leaving it until the last minute, Braggins easily slid past Adams exiting the chicane up to Tower, taking the win and the championship lead •

was his highest position yet. Fortunately the flames did re-side, although Jim's race was over. At the front, Rogers was becoming more erratic due to what we later discovered was down to a lack of brakes! Contact between Banwell and Rogers allowed the pack to close and a 10-car dice formed for the lead. Braggins still down in fourth made a mistake (pressure showing!) losing a

Post-race comments:

Dave Braggins - "nearly threw it all away" entering the complex on the very last lap, all on his own, apparently having to "slam the car into first gear" to collect it all together. He laughed about it afterwards, slightly nervously I thought!

Simon Adams - wants to "go back to 10-lappers". Would that be because he was leading at the end of lap 10? Engine needs a rebuild after splitting his radiator on the last lap (avoiding Braggins' moment!)

Andy Burge - was pleased he was "patient early on while everyone sorted themselves out". The target of the front bunch was a great incentive for his fast laps.

Ralph Saunders - was pleased that "for a change it's in one bit!"

Steve Hopper - "must not get reverse" when the light goes green!

report by
Rob Cullum

20
years ago
2000

Se7en race winner Dave Braggins almost threw away victory at the last corner... (left)

Post-qualifying wait in parc fermé - easy to tell as there appears to be no damage on the cars! (below)

Photo: M7RC Archive (C Watkins)

*full info in: Pitlane magazine, Autumn 2000 issue

Oli Perrett - was "disappointed with missing a gear" on the first lap but enjoyed his race.

Stuart Grayer - "had a cracking view" of the front bunch, but would rather not be watching!

RESULT: 22-23 July (BRDC)

Mini Se7en	Rd 9	12 Laps
1	1 Dave Braggins	21:33.817/ 71.02 mph
2	4 Simon Adams	
3	3 Dave Banwell	
4	8 Dick Hunter	
5	12 Stuart Grayer	
6	44 Oli Perrett	
7	11 Andy Burge	
8	79 Kelly Rogers	
9	9 Paul Woodbridge	
10	60 Carl Willoughby	
11	84 Ian Deviny	
12	49 Ralph Saunders	
13	70 Duncan Emmett	
14	85 Andrew Deviny	
15	23 Jon Cullum	
16	78 Paul McGarry	
17	52 Matt Hodgson	
28	38 Steven Hopper	
19	32 Jonathan Hudson	
dnf	13 Tim Sims	11 laps
dnf	47 Joe Tandy	7
dnf	76 James Hall	6
dnf	5 Paul Thompson	5
dnf	57 Philip Gillibrand	5
dnf	16 James Winnifrith	1
ns	82 Andrew Deviny	
FL:	A Burge	1:45.542 - 72.55 mph
Pole:	D Banwell	
2.127-mile circuit		

Croft



From the Archives



Croft

20
years ago
2000

Peter Baldwin took Miglia victory at Croft from Chris Lewis (left)
Green Flag promo gals were regulars at Powertour meetings (below)
Photos: M7RC Archive (C Watkins)

*full info in: Pitlane mag Autumn 2000 issue

DUNLOP NATIONAL
MINI MIGLIA - 23 July

Baldwin takes his time

QUALIFYING: A respectable 15-car entry travelled to the North Yorkshire circuit for our annual visit. As ever Peter Baldwin needed the lowest number of qualifying laps of any of the drivers to record pole with a time of 1:35.204. Joining Peter on the front row was Chris Lewis, making a one-off appearance in Brother Jonathan's car, Jonathan committed to overseeing his Formula Ford team testing at Brands Hatch, which prevented him from racing himself, although he managed to travel back in time to watch the race. Chris was soon on the pace, getting down to a 1:35.682, under half a second adrift of Peter's time. Chris expressed a preference for an inside starting position, but was un-phased by his outside slot. Ian Curley headed the second row after having a virtually clear track throughout after being first out for the session. Steve Bell shared the row despite being over a second

off Ian's time. Endaf Owens on his first visit to Croft, wasted no time in sizing up the circuit and landed a third row slot. Endaf reported everything was going well as he retained his normal engine, prior to installing a new one in time for Silverstone. Alongside Endaf was Dan Eady who was happy with things despite feeling that he could have gone faster. A loose rocker cover hampered Wayne Grayner, which allied to the resulting oil seepage, restricted him to a fourth row starting position. Wayne's fellow fourth row occupant Cohn Peacock was also disadvantaged with a clutch problem. Colin Simpson enjoyed a trouble-free session enabling him to learn the circuit at his own pace. In contrast, Phil Manser's session was brief and unproductive after he blew a gasket which restricted him to just one flying lap. Paul Rogers filled the inside slot on the sixth row, despite an off at Sunny on his final lap when a slowly deflating front tyre caught him out on the ultra fast corner. Paul Brown was alongside having used the session to bed in a new engine. Dave Kimberley was enjoying his first visit to the circuit and shared the sev-

enth row with Phil Harvey, who got the opportunity to perfect his welding technique as he repaired his exhaust system. Chris Hunter completed the line up, having been hampered by a faulty pick up sensor which left him down on power and kept Maurice Brown busy to rectify the fault during the afternoon break prior to the race.

Race: The start of the race was shrouded by a degree of confusion after Red Flags were displayed as the cars circulated on their green flag lap. The field arrived back on the grid anticipating a delay, only to find the race starting as per the normal procedure. Curley had been on the point of getting out of his car and had to

quickly refocus his attention to a race start. Lewis led off the line with Bell and Baldwin tucked in behind. Confusion ensued behind the front runners, as the field swept into the tight Clervaux Corner. Eady cut across from the outside and made contact with Owens starting off a chain reaction avoidance sequence which saw Rogers sustain damage and Kimberley spin before resuming at the rear of the field. Up front, Baldwin tested the water with a look up the inside of Bell at Complex 2, but Steve wasn't about to give up his second position so lightly. Simpson departed from the race prematurely after misjudging his line through Complex 1 and drifting wide onto the grass, after which



From the Archives



20
years ago
2000

Podium of Lewis, Baldwin, Curley (left)
Dan Eady and Colin Peacock (below)
Photos: M7RC Archive (C Watkins)

*full info in: Pitlane mag Autumn 2000 issue

he became a passenger, as the car slid across into the tyre wall, sustaining minor front end damage as well as a broken steering rack. Rogers was also in trouble missing his turning in point at Tower, running wide onto the grass before rejoining the circuit just as Harvey was rounding the corner and narrow-

ly avoided side swiping him before slowly completing the lap to retire. The race order at the completion of the First lap read as follows: Lewis, Bell, Baldwin, Curley, Grayer, Owens, Eady, Manser, Peacock, Hunter, Brown, Harvey and then Manser was quickly climbing up the field following his qualifying problems

and reached sixth after passing Eady on lap two. Hunter dropped a place after running wide at Tower, allowing Brown to nip through into ninth. Baldwin made another attempt to dislodge Bell when he edged alongside as the pair exited the Hairpin on the second lap, but Steve retained the inside line to repel the challenge. Owens was dropping down the field, having suffered a bent steering arm during his coming together with Eady on the opening lap, before retiring at the conclusion of the second lap. Lewis had established a three second gap as Bell kept both Baldwin and Curley at bay. Peter finally made it past Steve on the inside approach to Tower on the fourth lap, with Ian repeating the same manoeuvre a lap later to reach third. Manser gained another place after slipping inside Grayer at Complex 2 to go fifth on lap five. Eady's gearbox cried enough to force his retirement during the eighth lap. Baldwin soon whittled down Lewis' lead and the pair of them circulated in close formation before Peter made his move, passing Chris on the inside at Tower on the eighth lap. Far from just settling for second, Chris upped his pace and hounded Peter right up to the Chequered Flag, setting the fastest lap of the race on his 12th lap in the process. Hunter pulled off at Tower on the 11th lap with a suspected blown rocker. Kimberley closed in on Harvey during the second half of the race, before moving ahead into ninth on lap 11. Baldwin took the flag under a second ahead of Lewis, followed by Curley, Bell, Manser, Grayer, Peacock, Brown, Kimberley and Harvey. On the podium, Peter commented on how Steve made it difficult to pass during the early stages before enjoying a dice with Chris, while Ian was

always within striking range. Chris admitted to having made too many mistakes, which he couldn't afford to do against a close rival like Peter. Ian stated that he didn't have the pace to stay with the leading pair, after having made a good start despite the start line confusion, before missing third gear at Clervaux, which pre-empted the Endaf Owens/Dan Eady collision. Peter Baldwin extended his Challenge lead over Ian Curley to twenty-two points with the Tenth Round set for Silverstone in four weeks •

report by Roy 'Bill' Sisley

RESULT: 22-23 July (BRDC)

Mini Miglia	Rd 9	13 Laps
1	2 Peter Baldwin	20:58.974/ 79.06 mph
2	20 Chris Lewis*	
3	1 Ian Curley	
4	3 Steve Bell	
5	4 Phil Manser	
6	18 Wayne Grayer	
7	9 Colin Peacock	
8	75 Paul Brown	
9	12 Dave Kimberley	
10	13 Phil Harvey	
dnf	78 Chris Hunter	
dnf	14 Dan Eady	
dnf	19 Kevin Mason	
dnf	63 Paul Rogers	
dnf	26 Colin Simpson	
ns	20 Jonathan Lewis*	
FL:	C Lewis	1:35.211 - 80.42 mph (record)
Pole:	P Baldwin	
2.127-mile circuit		

Croft

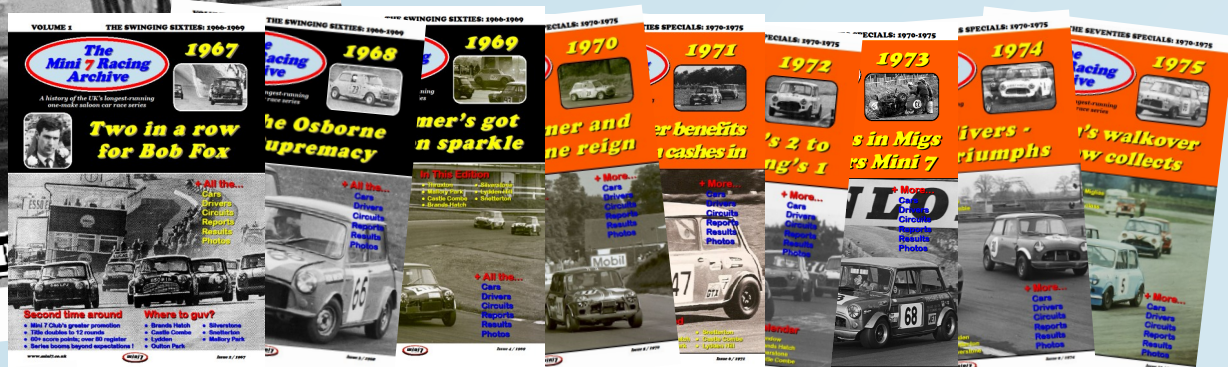


Mini Racing History

at your fingertips!

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

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



Out Now!

10 NEW ISSUES

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

From the Archives



Croft

45

years ago

1975

FOUR DECADES AGO THE REVAMPED M7RC VISTED CROFT IN THE THEN UN-SPONSORED NATIONAL CHALLENGE, BUT ONLY THE SE7ENS WENT. THERE WERE ALSO FURTHER SALOON RACES WHICH SAW A CLASS FOR THE REGIONAL 'NORTHERN MINI-7' SERIES WHICH ALSO TOOK IN RUFFORTH NEAR YORK AND LONGRIDGE NEAR PRESTON - BOTH VENUES ARE SADLY LONG GONE...

NATIONAL MINI SE7EN - 31 March

Encouraging Croft

BILLED AS the Easter Monday Race Meeting, Croft Autodrome hosted the second round of the 1975 National Mini Se7en Championship; Graham Wenham took win number two of the season

In a blistering race in which all drivers seemed to pair off with an adversary, Graham Wenham led from lap three to the finish, taking over from the eventual second place man Richard Williams. In Wenham's wake a continual dice for second place ensued between Williams and Reg Armstrong, who finished in front of Jim Mancey •

report courtesy
Motoring News

Typical Mini 7 spec saw one-piece fibreglass fronts, no bumpers or grille and basic rollcage (left) Ian Mittell's car featured in CCC mag (below)

Photos: M7RC Archive (J Robertson Collection + courtesy CCC)

*full info in: M7RC Archive 1975 issue

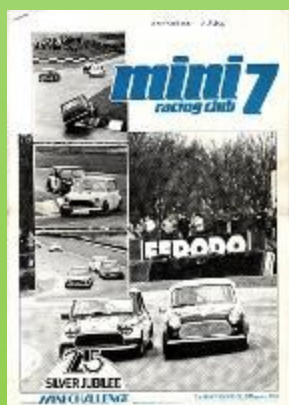


RESULTS: 31 March (BRSCC-N)

Mini Se7en	Rd 2	10 Laps
1 55 Graham Wenham	14:58.0 / 70.16 mph	
2 71 Richard Williams		
3 63 Reg Armstrong		
4 78 Jim Mancey		
5 66 John West		
6 56 Alan Seekings		
7 57 Hugo Shipley		
8 80 Bob Vanson		
9 74 Ben Dutton		
10 75 Tim R Cousins		
11 76 Paul Ratcliffe		
12 59 Colin D Fisher		
13 58 Ian Mittell	9 laps	
14 65 Graham Larrington	9	
15 60 Mark D Lapworth	9	
16 68 Christopher Hill	9	
17 72 Colin Hesford	9	
dnf 77 Geoff Cross	8 laps	
dnf 62 Graham Woskett	6	
dnf 70 Alan Cordery	6	
dnf 61 Chris Tyrrell	2	
ns 64 Terry Pudwell		
ns 67 Mike Lawson		
ns 69 Ron Cuthbert		
ns 73 Arthur Baker		
ns 79 Michael J Holgate		
ns 81 Owen Corrigan		
FL:	G Wenham + R Williams + R Armstrong	
	1:28.4 - 71.27 mph	
Pole:	G Wenham	
	1.75-mile 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

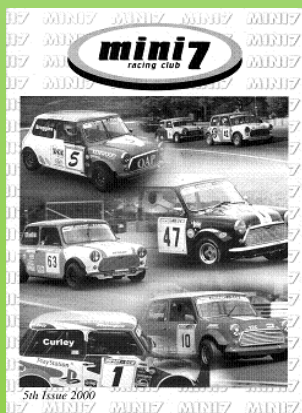
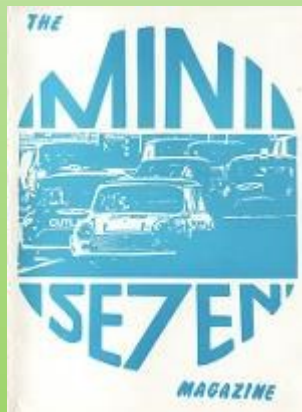
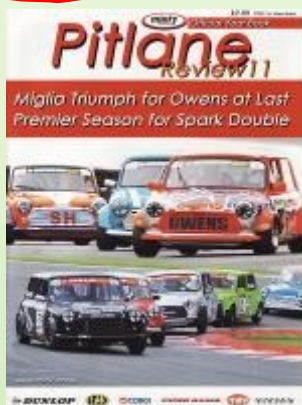
1983	Mike Fry (overall)
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LYDDEN SERIES - 7 / MIG

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.



The range is now available to browse and purchase online.

<https://shop.dread.cc/mini7>

Please take a look in the next few days

In fact, we would encourage you to think about placing all your orders from the website. Mike and Alan will carry a few of the items at the circuits, but the broadest range and all the sizes will always be available online.



KNOW YOUR RIVALS



Mini Se7en Challenge

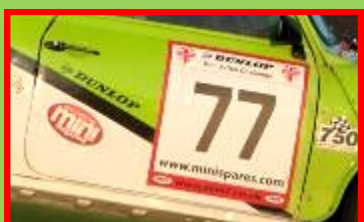
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www.minispares.com

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




Mini Miglia Challenge

0

www.minispares.com

www.mini7.co.uk

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




Mini Se7en S Class

2

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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




Mini Libre

0

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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



MY GOAL? THE NEXT CHALLENGE.



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