

# Pit and Paddock

2017



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2017: Issue 4

Official Mini Se7en Racing Club Newsletter

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## DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES



**PREVIEW: ROUNDS 7&8 SILVERSTONE GP**

**JUNE 24-25, 2017**

WORDS: Richard Williamson

*For the first time in several seasons, the Dunlop Mini Racing Challenge gets to stretch its A-Series legs around the full Grand Prix circuit, only its second collective appearance on the post-2010 updated 3.67-mile layout*

### MINI SE7EN

After six rounds in the 1.0-litre Se7ens, Lewis Selby has established a decent lead with four wins, including a brace apiece at Combe in April and again at Donington earlier this month. Charlie Budd lies

8 points adrift having been on the podium four times also, and here at Silverstone will be looking for that elusive first win in the category. Triple champion Andrew Deviny is a further 10 points behind in third overall, and apart from one

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### RECORDS MINI SE7EN

LAP RECORD:  
Andrew Deviny  
TIME: 2:48.459  
AVE: 78.22 mph  
SET ON 26 March 2011

### RECORDS MINI S-CLASS

LAP RECORD:  
Julian Affleck  
TIME: 2:58.317  
AVE: 73.90 mph  
SET ON 26 March 2011



DNF has taken a win at Snetterton plus four other podium finishes to keep the pressure on the pair in front. Reigning champion Ashley Davies secured the remaining victory, at Snetterton, but trails in fifth after a couple of mechanical retirements early on. This quartet will have to be

on their toes however, as the likes of Paul Spark, Spencer Wanstall and Kieren McDonald have been there or thereabout when it comes to bubbly. Among the healthy crop of novice racers, Joe Thompson leads the way from Chris Blackwell-Frost and Darren Eaton.

### MINI 7 S-CLASS

The rebranded, limited-tuning 1275cc, 'Scholarship' Class has resulted in a surge of takers, underlined by the incredibly close standings, with the top three of Ben Butler, former class champion Shaun Tarlton and Justin Cooper split by just 3 points. With a dozen drivers registered already, expect more of the same close action this weekend from the cars numbered in the #700s and identified by green markings.



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### RECORDS MINI MIGLIA

LAP RECORD:  
Colin Peacock  
TIME: 2:34.163  
AVE: 85.47 mph  
SET ON 26 March 2011

### MINI MIGLIA

The points margin at the top in the fully fledged 1.3-litre Miglias could not be closer, as 2014 champion Rupert Deeth shares the lead with Dan Wheeler.

Their combined scores however reflect different patterns, Deeth's coming from three victories, a third place but one lowly finish last time out due to a puncture, whereas Wheeler's is a model of consistency with

four thirds and a fourth. But for a miscalculation on rear track width, which resulted in exclusion from second place at Donington in round 5, Aaron Smith would be leading the class. However, he now lies fourth behind Dave Drew, having scored a pair of victories and seconds elsewhere, while lying in wait to pounce should any of them falter, are the likes of Rob Howard and Sam Summerhayes.

### MINI LIBRE

Adding depth to the Miglia grid is Mini Libre, an invitational class for owners of alternative-spec competition Minis to have a runout alongside the top-ranking performance Mini formula. The long-established ST Trophy is now the coveted prize at season end, and already interest is very high, with Peter Crewes leading from Peter Hills and Gary Warburton. Libre cars run with light blue series markings and 3-figure numbers.



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# Mini Se7en News

## NEW MINI7 CLUB SPONSOR



**T**o the outside world, Alex Issigoni's original supermini might not be the first thing that comes to mind when they think of racing cars. But real motorsport fans know different of course – and the original Mini has been used for an incredible range of competitions. From hillclimbs to rallies, saloon car to touring cars, the marvelous Mini has done (and won) them all – and in the legendary Mini Sevens series, it's also the longest-running single-make race series in the UK.

With almost six decades of production, the Mini has, of course, inspired many aftermarket and performance upgrades. But it's a little-known fact that the Mini was the very first road car that Öhlins made suspension units for. In the 1980s, the Swedish suspension gurus had already made a big name for themselves in the two-wheeled world. Based



near Stockholm in Upplands Väsby, the firm was founded by Kenth Öhlin in 1976, and started out making rear suspension spring/damper units for off-road motorcycles. By the late '80s though, the firm was expanding into other sectors at a fast rate, and its products were in demand for four-wheeled racing and road motorcycles. Even ATVs and snowmobiles started to use the distinctive yellow-sprunged shock absorbers.

By the time Öhlins started making Mini suspension units, the cars were already seen as 'classic' racers. But the huge popularity – and affordable nature – of the Mini racing world meant there was





# Mini Se7en News

plenty of demand for the Öhlins shocks. These early dampers were solid, sturdy units, using a 36mm damping piston design, with minimal adjustment. Compared with the ultra-high-tech TTX coilovers of today, they were a rather simple design. But they offered dependable, high-quality performance, and like all Öhlins units, were rebuildable, and designed for long service life.

When swapped for the Mini's rather primitive (but effective) standard suspension setup, Öhlins' pressurised damping system made a massive difference to the Mini's performance. The car could perform far better – the entire chassis was so much stiffer, so the driver could use his tyres to the limit, the way they were designed to be used, and get the maximum potential from the engine.

Though they didn't carry the name, these original Mini shocks were the forerunners to the Road and Track suspension series that Öhlins produces today, for some of the finest sports cars in the world. That original Mini suspension design was used for both race, and ultimate road performance – and Öhlins still makes them today, on request, to special order.

Of course, the original Mini is just part of the story now – and a whole new generation of fans have fallen in love with the modern MINI, built by BMW. And Öhlins has a wide range of high-quality suspension upgrades for the

various Cooper and Cooper S road cars. The firm's Road and Track suspension series uses Öhlins' DFV Dual Flow Valve damping technology to give massively improved roadholding, grip and handling on road or track. With a simple

## COMPANY PROFILE

Öhlins Racing AB turned 40 years old in 2016, and for many paddock insiders, 'Öhlins means suspension'. So how did this family firm, set up in Sweden by one man with a love of motor-sport and engineering, become so well known?



The answer is clearly not down to one factor but a systematic approach to understanding the market. Relentless R&D and a commitment to quality have also paid a big part – as has racing. Starting in his beloved motocross and then taking on motorcycle GP title fights, company founder Kenth Öhlin passionately wanted to showcase his equipment against the toughest rivals on both two and four wheels.

On four wheels, one of the first major successes came in the form of a very high profile win; Nigel Mansell winning the 1993 Indy series in the USA! Soon Öhlins were equipping title winning teams in single-seater, sportscar and touring car championships around the world. More recently the prestigious Le Mans 24HR has been a happy hunting ground for Öhlins-equipped teams, as have WTCC, GT, Rally and numerous Nürburgring events including a 1-2-3-4 finish and 9 out of the top 12 finishers of the 2017 Nürburgring 24HR race equipped with Öhlins dampers.

But it's not just pure racing. The legendary Road & Track range of dampers were developed for just that: for drivers who use their cars for both trackdays and road driving. Simple adjusters allow a car to be easily 'dialled-in' for focused circuit use, before driving home in bump-absorbing comfort.

Our extensive technology development of OEM and through high level racing, means innovations such as Dual Flow Valve and TTX (Twin Tube) technology is utilised throughout the Motorsport and Road & Track product ranges.

[www.ohlins.eu](http://www.ohlins.eu)

# Mini Se7en News



tweak of the adjuster dials, the R&T shocks transform from a compliant road setting to a firm, track-ready setup in seconds. They transform the MINI Cooper and Cooper S, turning a merely 'quick' road car, into a high-performance, sharp-handling track-ready tool.

Öhlins was also involved with the design of the original WRC MINI from 2010, built as full-factory race cars by



Originally designed for the very highest levels of rally

Prodrive. These full-bore rally cars competed at the highest level, but are now being seen competing in national rallies. The Öhlins units on these cars are a completely different, unique MacPherson strut design, built to a very high technical specification.

competition, they're still working perfectly half a decade on, thanks to the traditional Öhlins design principles of servicability and rebuildability...

And those principles – together with a commitment to the best in performance and manufacturing quality – apply to all Öhlins products – from those original, simple, tough, shocks for the classic Minis racing thirty years ago, right through to the WRC struts and Road and Track DFV units of today...

[www.ohlins.eu](http://www.ohlins.eu)



# DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE

supported by **MINI SPARES**



## ROUND AND ROUND THE LEAD GOES, WHO WILL WIN NOBODY KNOWS

### Race Report

Round 5

Donington

June 3, 2017

WORDS: Ryan Wheeler

PHOTOS: [www.mbracephotography.co.uk](http://www.mbracephotography.co.uk)

#### MINI SE7ENS: RACE 1

*Round 3 of the Dunlop Mini7 Championship is here and what a season we have had so far. Lewis Selby leads the way after winning two of the four races, can he keep up his momentum this weekend at a track where he won last year?*

An early qualifying session sees clear skies and a nice dry track, which Charlie Budd takes full advantage of as he goes quickest with Deviny and Selby coming in behind him. Last year's champion, Ashley Davies, starts well back in 13th.

Selby and Budd make a good start as the lights go out,

Deviny holds out in second, but not for long as Selby goes past the former champion.

Budd romps into the lead and Deviny and Spark collide as they fight for the bottom step of the podium, meanwhile, Wantstall has made a good start.

Selby moves clear of Deviny in second, whilst Thomas and Eaton collide and both spin off, Eaton manages to start up again and rejoin.

There's a change in third place as Spark moves past Deviny whilst the reigning champion, Davies, is now up to ninth.

Going through the back end of the track, Selby goes wide,

but there is something on the track sending Budd spinning off into the gravel, he manages to get going again, but he is right at the back now. How frustrating for the young man.

It's all change at the front as Spark is now in the lead from Deviny, but then Deviny moves side by side with Spark and manages to pass him into the lead.

Deviny leads, but only briefly as Spark and Thomas scream past him leaving him in third place and Selby hot on his heels in fourth, whilst Budd is making his way back up the field.

The lead is chopping and changing all the time, Deviny

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is now back in second place with Selby moving up into third. Thomas is trying to hold onto the lead but Deviny pulls up along side him and they collide, which pushes Thomas back behind Selby. Then Thomas loses more ground as Spark makes a move up the inside.

Further back, Sanderson looks to be out with a flat tyre.

Deviny re-takes the lead with Selby hot on his tail. Selby makes the move into first and gets it. Excellent piece of driving there. Deviny then tries to take first place back but Selby holds on to the lead. It's Deviny in second then Thomas and Spark.

Spark, though, is now losing ground on the podium places as Wanstall, Davies and Davis close the gap on him. Deviny comes through on Selby, the front three are now having a good old fight. Thomas in third pulls up side by side with Selby

through the corners, Thomas looks like he has the straight-line speed but just cannot pull it off.

Meanwhile, Spark looks to have a nasty dent in his passenger side. Selby begins to close the gap on Deviny as Thomas pulls through in to second place, unbelievable!

Then Deviny and Thomas both go really wide through the hairpin, allowing Selby to go through into the lead. It was like Deviny and Thomas let him through there.

Deviny gets a good run on though and is back on Selby's case, whilst Davies is up to fourth place and Budd, who was at the back, is now up to ninth.

Budd claws his way back into sixth now as Selby pulls out a gap in first place from Deviny, who just can't seem to get close enough.

Selby crosses the line to take his third victory of the

season and to make it back to back race victories here at Donington Park, Deviny comes through in second. Davies and Wanstall have a good battle for third coming through the final corner, but it's Wanstall who pulls through the take the last place on the podium.

Race winner Selby said "I think one of the s-class cars dropped a lot of oil, thankfully it didn't cause me to many problems." Second place Deviny said "All the way through it was nip and tuck, it was great fun.

### MINI SE7ENS ROUND 5 RESULT

1. Lewis Selby
2. Andrew Deviny
3. Spencer Wanstall
4. Ashley Davies
5. Graeme Davis



# DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE

supported by **MINI SPARES**

## Race Report

Round 5

Donington

June 3, 2017

## DEETH LEAVES THEM FOR DEAD

WORDS: Ryan Wheeler

PHOTOS: [www.mbracephotography.co.uk](http://www.mbracephotography.co.uk)

### MINI MIGLIA: RACE 1

*It's time for the return of the more powerful Minis racing here, it's the Mini Miglias. The 2014 champion Rupert Deeth is in a very good place at the minute with a couple of wins under his belt, but Aaron Smith is hot on his tail in second in the standings. This weekend is going to be a good one.*

After qualifying, it's the same two locking out the front row, Deeth and Smith with Howard in third.

As the lights go off, Smith pulls away brilliantly and Summerhayes moves up into third. The front two go side by side into the first corner, but Deeth manages to hold on

as the front five cars seem to break away from the pack.

Smith tries to get a run on Deeth, who manages to hold on to the lead then Smith tries again, but Deeth closes the door once more. Howard has a look at Summerhayes in third but he closes the door as Smith remains glued to the back of Deeth.

Howard manages to get past Summerhayes in third and so does Wheeler, Summerhayes drops down to fifth. Deeth is starting to look comfortable in the lead as Howard and Wheeler fight for third and are side by side.

Deeth continues to increase his lead over Smith whilst, Knight and Drew start closing

the gap on Summerhayes in fifth.

We have lost Sims into the pit with a mechanical problem as there is a massive shunt at the hairpin, three cars hitting each other: Porter, Le-May and Simmons

Wheeler manages to push through into third and starts to pull away from Howard. Deeth and Smith look comfortable in first and second, this race is all about third.

Howard tries to make a move up the inside of the hairpin, but Wheeler moves across to block him but Howard gets back on the power and makes Wheeler go defensive, but it doesn't work as Howard makes it through into third.

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It's not for long though as Wheeler puts down his straight-line speed to take back third place.

Knight has slowly made his way up to join the ever-changing fight for third place as Wheeler gets a good run on Howard through Goddards, but thinks better of making the move as Knight is ready to pounce on any mistakes made.

Wheeler then manages to get round Howard on the inside, but Howard then performs a switch-a-roo and manages to take third back straight away. Incredible racing between these two as Drew seems to be catching up with that group again.

Knight goes wide at the

hairpin, scuppering his chances of making the bottom step of the podium and to make things worse, Drew goes past him as well.

Deeth comes round the last corner and takes a very comfortable victory with Smith in second place. Howard and Wheeler are a car's length apart when they come round the final corner and Howard takes third from Wheeler.

Drew comes home in 5th and Crewes comes home in 6th and takes the victory for the Libre class.

After the race, race winner Rupert Deeth said "I looked back in my mirror and I thought, Yes, I am away, and I knew the others would be

squabbling for positions so I just relaxed."

Later, Smith was called into the race control and was given a penalty for having a piece of his car 13 millimetres out of place, he will now start the second race at the back.

### MINI MIGLIA ROUND 5 RESULT

1. Rupert Deeth
2. Aaron Smith (DO)
3. Rob Howard
4. Dan Wheeler
5. Dave Drew



# DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE

supported by **MINI SPARES**



## BUDD BUNGLES IT LOSING OUT TO LEWIS

### Race Report

Round 6

Donington

June 6, 2017

WORDS: Ryan Wheeler

PHOTOS: [www.mbracephotography.co.uk](http://www.mbracephotography.co.uk)

#### MINI SE7ENS: RACE 2

**Sec**ond race of the weekend for the Mini 7s starts out with Thomas in pole position. After setting the fastest lap in the last race, he was unable to finish, so a good starting position is what he needs. Charlie Budd starts in second place with race winner Selby in third. The other Budd, Danny Budd is out of this one.

As the lights go down, Budd makes a great start as he takes the lead from Thomas. Selby having to defend third from the word go. Then Selby takes second place going through the inside of Thomas.

Then the number 5 car takes Budd up the inside and takes

the lead as Deviny and Davies are side by side for fifth place, which Davies takes.

Budd has a great run through pit, straight away taking the lead back from Selby. Meanwhile Spark goes into the back of Thomas. There is a four way battle for the lead.

Selby is constantly putting pressure on Budd in first place and makes that pressure pay by passing Budd for the lead. But not for long, as Budd takes it back again.

Deviny is on the fight back as he closes in on Davies in fifth. Thomas's weekend is going from bad to worse as we lose him again as he has yet another mechanical failure with his car,

moving Spark into third place, but again, not for long as Davies passes him.

Deviny puts in the fastest lap of the race as he looks to close down Spark in fourth, but Budd is starting to look in control up front.

Deviny moves into fourth past Spark, he gets a great run back at him, but unfortunately cannot make it count. Meanwhile Selby lines up a move on Budd, but it comes to nothing.

The leaders go side by side as Selby looks to move past, but again, Budd closes the door.

At the back of the field, Deviny goes wide and spins sideways allowing Spark to re-take fourth.

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What a mistake from Budd, he misses his braking point and goes well wide allowing Selby and Davies to go through, he went from first to third really quickly then.

As the front three battle for the lead, Selby and Davies go side by side and last year's champion goes briefly into the lead with Selby coming straight back at him by diving up the inside.

Meanwhile Cooper has a big problem with his car and gets out.

Selby looks to have a problem with his car too as he drops down into third place leaving Davies in the lead and Budd in second. Deviny is slowly pulling third into reach.

Budd then tries a move up the inside but he can't quite

make it stick as Selby gets his speed back and is side by side with third place.

Deviny is back up into second place with Budd desperately trying to keep Selby behind him. Deviny is immediately on the back of Davies.

Budd side by side with Deviny, but the green and white car moves past Davies into first leaving Budd in third. Selby meanwhile is on the back of Budd. This is a close run thing.

Four for the lead coming into McClean's corner and Selby, in fourth, cuts through the middle of the three cars in front of him. What a move by Selby, who now leads the race.

Selby is desperate to hang on but Budd tries up the inside, but cannot make it.

Selby then crosses the line in first, and a photo finish for second as Budd is just ahead of Deviny. Budd does not look happy as the cars pull into the pits.

The double race winner Selby had his say on what was a great move up the inside "I had a misfire so I just tried to keep up, Budd left a gap so I went for it. It's nice to get the double race win for my dad."

### MINI SE7ENS ROUND 6 RESULT

1. Lewis Selby
2. Charlie Budd
3. Andrew Deviny
4. Ashley Davies
5. Graeme Davis



# DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE

## supported by MINI SPARES

### Race Report

Round 6  
Donington  
June 6, 2017

## BACK TO FRONT AS SMITH STORMS IT

WORDS: Ryan Wheeler  
PHOTOS: [www.mbracephotography.co.uk](http://www.mbracephotography.co.uk)

### MINI MIGLIA: RACE 2

*The second race of the weekend for the Miglias has a different look to it. With Deeth on pole, Smith has to start at the back of the race after his penalty in the first. He aims to be in second place by the start of the second lap.*

Deeth makes a good start as the lights goes down with Wheeler moving into second place. Smith is already up to fifth.

Deeth is already looking comfortable in the lead again as Smith challenges Drew in fourth. Drew isn't prepared to give up fourth but he has no choice as Smith moves round him and Howard defends third

behind Wheeler.

Incredible from Smith as he moves into third up the inside of the hairpin. Deeth is well in the lead.

Smith moves up again into second past Wheeler this time, absolutely insane! Wheeler

and Howard are fighting it out for third.

Meanwhile Warburton and Crewes fight it out with Knight slowing down.

While Deeth is well in the lead, Smith is pulling away in second but doesn't look like he



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will close Deeth down. Drew is all over Wheeler in fourth as they fight it out for the last step of the podium.

It's all gone wrong for Deeth as he has gone and got himself a puncture and is slowing right down. Smith goes past him into the lead as he pulls into

the pits. Incredible from Smith, from the back of the grid to the race lead.

Howard looks up the inside of Wheeler and goes through, passing Drew as well. Howard pulls up beside Smith, as Deeth comes back out with a new tyre. Howard isn't making this

easy for Smith.

But now he is slowing down and is losing ground on Smith as he looks comfortably in the lead as he crosses the line for an amazing victory. Howard in second and Wheeler comes in third.

After an amazing performance, Smith said "I can't argue with the power of the car, from the back to winner was brilliant. It was a brilliantly clean race and you can't argue with that."

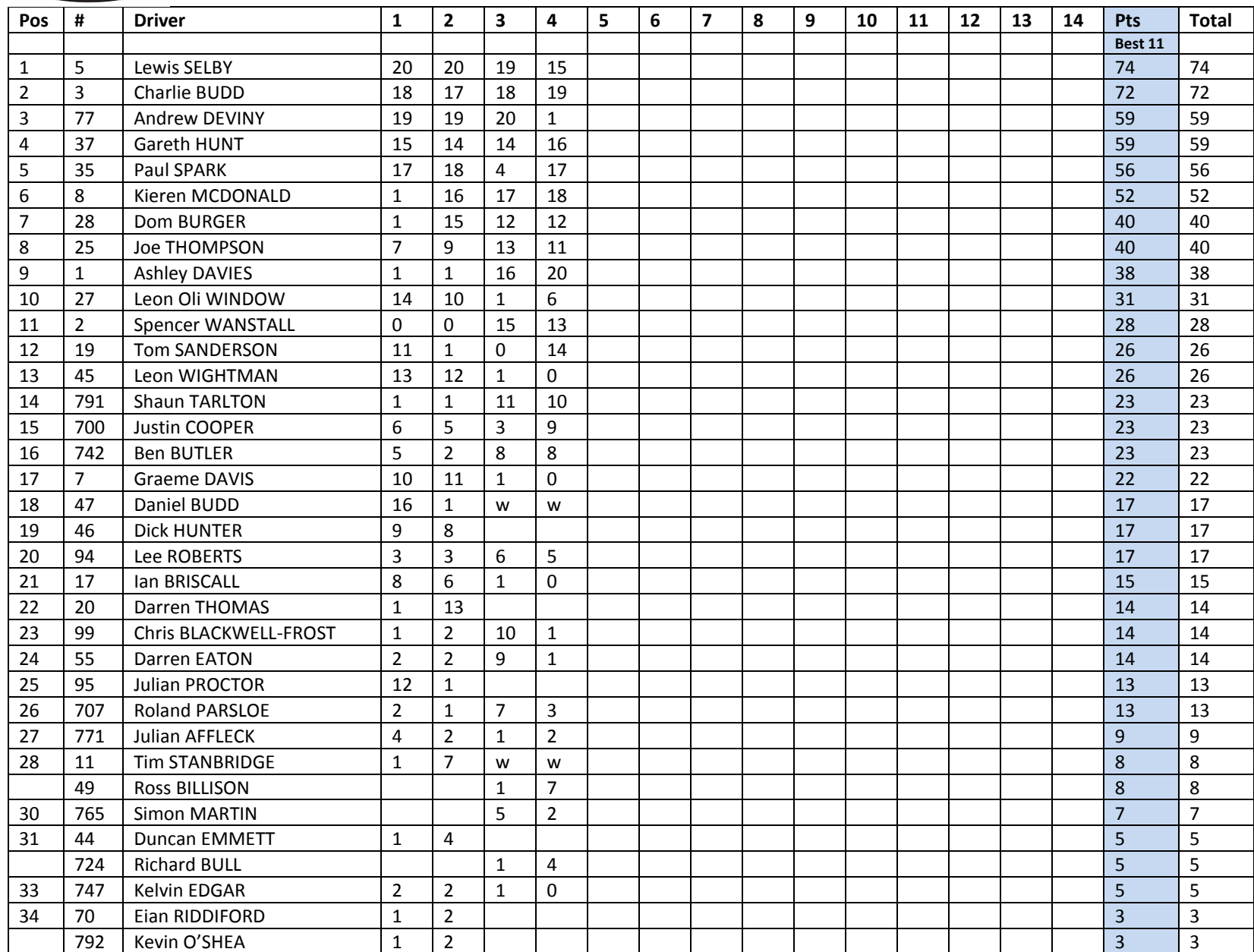


### MINI MIGLIA ROUND 6 RESULT

1. Aaron Smith
2. Rob Howard
3. Dan Wheeler
4. Dave Drew
5. Tristen Knight



**2017 DUNLOP MINI SE7EN CHALLENGE supported by MINI SPARES**



36	723	James BULL	1	0													1	1
	15	Steve BAKER			1	0											1	1
38	71	Simon JONES			0	0											0	0
nc	96	Stuart GILBY			w	w											-	-
		Entered			32	32												
		Qualified	33	33	29	29												
		Started	32	31	27	23												
		Finished	21	25	18	20												

1	Castle Combe	17 April	<i>FL: C Budd</i>	<i>Pole: C Budd</i>	<i>Spax Grid Improver: B Butler (+14)</i>
2	Castle Combe	17 April	<i>FL: L Selby</i>	<i>Pole: C Budd</i>	<i>Spax Grid Improver: T Stanbridge (+18)</i>
3	Snetterton	13 May	<i>FL: L Selby</i>	<i>Pole: A Deviny</i>	<i>Spax Grid Improver: S Tarlton (+8)</i>
4	Snetterton	14 May	<i>FL: A Davies (record)</i>	<i>Pole: L Selby</i>	<i>Spax Grid Improver: T Sanderson (+20)</i>
5+6	Donington Park GP	3-4 June			
7+8	Silverstone GP	24-25 June			
9+10	Brands Hatch	8-9 July			
11+12	Oulton Park	18-19 August			
13+14	Rockingham	30 Sept-1 Oct			
0-Plate	Brands Hatch	18-19 Nov			



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**PROVISIONAL POINTS after rounds 3+4**



**2017 DUNLOP MINI MIGLIA CHALLENGE supported by MINI SPARES**

Pos	#	Driver	1	2*	3	4	5	6	7	8	9	10	11	12	13	14		Pts	Total
																		Best 11	
1	23	Rupert DEETH	18	0	20	20												58	58
2	21	Aaron SMITH	20	0	19	19												58	58
3	88	Dan WHEELER	17	0	18	18												53	53
4	29	Dave DREW	15	0	15	15												45	45
5	92	Jason PORTER	12	0	14	16												42	42
6	83	Colin PEACOCK	13	0	13	12												38	38
7	85	Sam SUMMERHAYES	19	0	1	13												33	33
8	72	Rob HOWARD	16	0	16	0												32	32
9	50	Peter BALDWIN			17	14												31	31
10	81	Alfie BROWN	1	0	11	11												23	23
11	42	Paul SIMMONDS			12	10												22	22
12	797	Jim BURROWS			10	9												19	19
13	69	Tony LE MAY			1	17												18	18
14	55	Michael GREEN	14	0														14	14
15	37	James CUTHBERTSON	11	0	1	0												12	12
16	11	Kane ASTIN	1	0	1	1												3	3
17	49	Martin WAGER	1	0														1	1
	56	Nick PADMORE	1	0														1	1
nc	22	James DUNKLEY			w	w												-	-
		Entered			19	19													
		Qualified	19	19	18	18													
		Started	18	0	18	15													
		Finished	13	0	13	14													

1	Castle Combe	17 April	FL: A Smith (record)	Pole: R Deeth	Grid Improver: D Drew (+8)
2	Castle Combe	17 April	FL: n/a	Pole: A Smith	Grid Improver: n/a
<b>* Round 2 Postponed after grid published; rescheduled race TBC...</b>					
3	Snetterton	13 May	FL: A Smith	Pole: R Howard	Grid Improver: A Smith (+7)
4	Snetterton	14 May	FL: R Deeth (record)	Pole: A Smith	Grid Improver: T Le May (+7)
5+6	Donington Park GP	3-4 June			
7+8	Silverstone GP	24-25 June			
9+10	Brands Hatch	8-9 July			
11+12	Oulton Park	18-19 August			
13+14	Rockingham	30 Sept-1 Oct			
0-Plate	Brands Hatch	18-19 Nov			

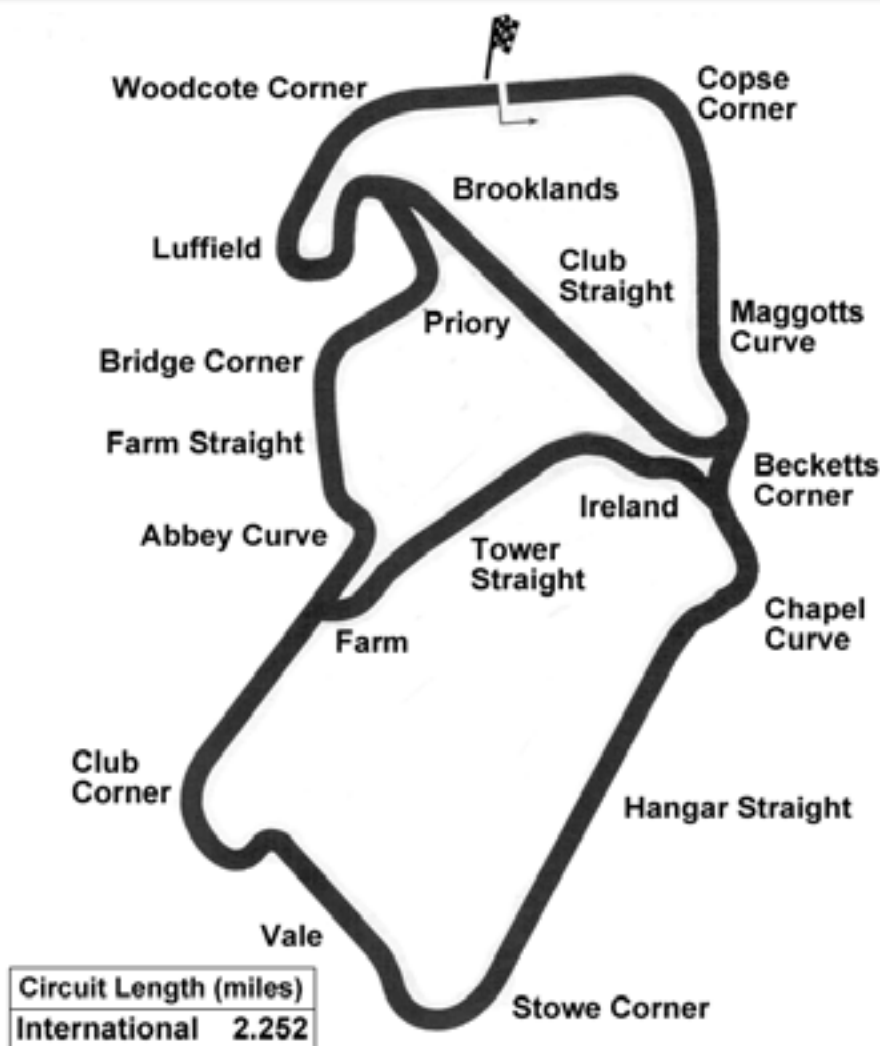




## 2017 MINI MIGLIA NOVICES

## 2017 MINI LIBRE

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### SPONSORS



**JUNE 24 & 25**

**Round 7 & 8**

**Silverstone,**

**Towcester**

**NN12 8TN**

**0844 375 0740**

**[www.silverstone.co.uk](http://www.silverstone.co.uk)**



### RACE DATES 2017

Rd 1/2	April 7	Castle Combe
Rd 3/4	May 13-14	Snetterton 200
Rd 5/6	June 3-4	Donington Park
Rd 7/8	June 24-25	Silverstone GP
Rd 9/10	July 8-9	Brands Hatch Indy
Rd 11/12	August 18-19	Oulton Park Mini Festival
Rd 13/14	Sept 30-Oct 1	Rockingham
50 Plate	Nov 18-19	Brands Hatch

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# DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES

## Race Timetable



Silverstone  
June 24-25, 2017

**Mini 7 & Miglia**  
Saturday June 24

Sign on	12.40	
Scrutineering	12.45	
Qualifying	14.05	14.25

Sunday June 25

Race 1	11.45	12.05
Race 2	16.25	16.45

### SPONSORS





# Photo Gallery

Donington, June 3-4, 2017

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# From the Archives: Silverstone RACE OF THE DAY

Article reproduced from the  
M7RC Archive 1977 review

*We spotlight one particular Silverstone GP race meeting from 40 years ago...*

## RIGHT ROYAL ENTERTAINMENT IN SILVER JUBILEE MINI MIX

**B**ETWEEN PRACTICE sessions for the Kosset Six Hours on Saturday, there was time for two Formula Ford heats and a final for Brush Fusegear points, plus an interesting multi-class, non-championship Leyland Cars Jubilee Invitation Mini race... The Mini race provided an interesting confrontation between the relatively standard 1275 GTs and the more highly modified 1000cc cars, which saw the larger engined cars on top at the end with Midlander Paul Taft winning in his Motospeed example from Roger Saunders' Wadham Stringer Sigma Mini. However, Taft's car was later excluded, along with a couple of other 1275 GTs, for being underweight

### **Motoring News reported:**

"Practice for the Jubilee Invitation Race was a field day for West Country Mini preparer Steven Harris, with three of his cars on the front row. It also showed how closely matched the 1275 GTs are with the more highly modified 1000 cc



1977: Phil Spurling's Miglia came 4th in class  
Photo: J Parish Collection / Ferret Photographics (J Gaisford)

cars. Steven himself sat on pole position with the 1000 cc car usually driven by Tony Tiley, flanked by David da Costa in Harris's 1275 GT and Phil Spurling's 1000 cc car. There was panic before the start as da Costa's car completed

the warm-up lap with a deflating front tyre and then Harris' car refused to start when the fuel pump played funny games,

**"Wenham found himself taking to the grass in avoidance before hitting the catch-fencing and rolling his car onto its side"**

though a push start saw him under way in time. Paul Taft stormed up from the third row of the grid in



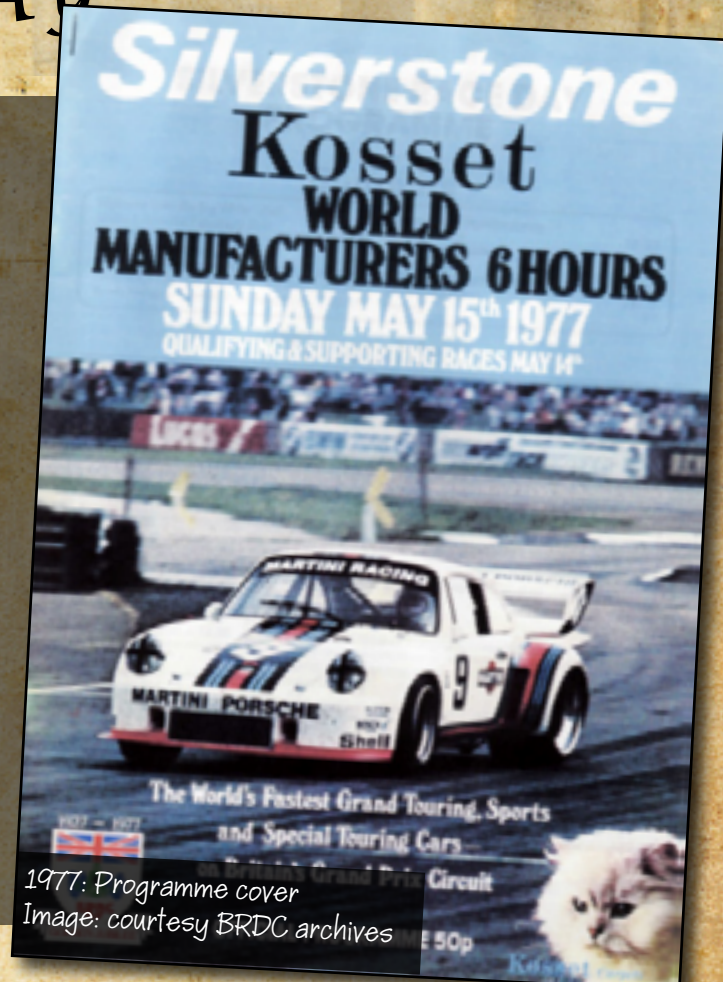


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## DISQUALIFIED FOR BEING LAST... NEVER!

Torquay Escort racer David da Costa has probably got his name into the record books following his weekend exploits at Silverstone - by becoming surely the first person ever to be disqualified from finishing last in a race. Steve Harris' 1275 GT Mini, in which da Costa was guesting in the Leyland Cars Jubilee Invitation Mini race on Saturday, developed a puncture on the warming up lap and, after a mechanic had run half way round Northamptonshire to collect a spare, da Costa started the race two laps down. After the event, three of the four finishers in the 1275 GT class, da Costa, winner Paul Taft, and Malcolm Leggate were disqualified for being underweight - a rather strange affair, it seems, considering the regulations. Da Costa had finished last, two laps down, hence his strange achievement.

"Autosport..."



1977: Tom Shepherd leads a close bunch of 1000 Minis  
Photo: Autosport



his Motospeed 1275 GT to lead the field by Becketts on the first lap (he had suffered a defective water pump in practice). He led the race thereafter, but behind him there was a superb five-car dice involving Roger Saunders' 1275 GT and the 1-litre cars of Harris, Richard Cutting, Spurling and Derek May. At half distance,

Harris retired with overheating, while Bob Taylor also pitted having climbed right through the field after a push start, setting the fastest lap on the way. Saunders had the measure of the second place battle for most of the way despite strong efforts by Cutting, and these two finished ahead of May, while Spurling's car fell awfully sick on the last lap and fell behind Malcolm Leggate's similarly stricken 1275 GT and Peter Morris' Mini Thou'. The 850 (or Mini Seven if you prefer) class was equally exciting with Graham Wenham being





# From the Archives: Silverstone RACE OF THE DAY

gradually caught as the race progressed by Robert Addison, Martin Goodall and Chris Tyrrell. Addison took over the leadership on lap eight but lost it at Stowe on the last lap, and poor Wenham found himself taking to the grass in avoidance before hitting the catch-fencing and rolling his car onto its side. Thus Tyrrell took the class by 0.4s from Goodall. After the race, Taft, Leggate and da Costa were all excluded for

their cars being underweight, so Saunders was declared official winner after all."

## Autosport said:

"As some light relief from the single-seaters there was a Leyland Cars Jubilee Invitation

Mini Race for cars from all three classes of

the season-long Mini Challenge, with the two Harris Minis of Steve Harris and guest driver David da Costa on the front row. All

was not well for da Costa (See Sports Extra) and he didn't start for a couple of laps, but, after a very exciting ten laps, with some of the closest Mini racing imaginable, 1275 GT racer Paul Taft led home class colleague Roger Saunders by 10s, Saunders having a less leisurely time holding off Richard Cutting's and Derek May's 10000 cc models. Saunders was the only class finisher to remain in the results, however - and therefore became the winner - as his three opponents were all disqualified for being underweight..."

**"...a very exciting ten laps, with some of the closest Mini racing imaginable..."**

1977: Malcolm Leggate's Mini 1275 GT  
Photo: courtesy BRDC archives



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# From the Archives:

## Silverstone

### RACE OF THE DAY

## RESULT:

### 'Leyland Cars Jubilee Invitation Mini Race'

BRDC

Saturday 14 May 1977

2.932-mile circuit

#### MINI 1275 GT

(run with Mini 1000 + Mini 850)

#### Non-Championship

Pos	No	Driver	Car	10 laps / Speed
1	1	Roger SAUNDERS	[wadham stringer/sigma]	20:19.92 / 87.78 mph
dq	5	Paul TAFT	[motospeed/taft motor]	10 laps
dq	4	Malc LEGGATE	[ael/bush/speedsport]	10
dq	6	David DA COSTA	[wessek kentreds/harris]	8
ns	2	David GRIMSHAW	[jespers]	
ns	3	John Edwards-PARTON	[minisport]	
ns	7	Steve SOPER	[hunters 69]	
ns	8	Anthony POWNALL		

FL: Paul Taft

1:59.19 - 88.56 mph

Pole: D Da Costa

#### MINI 1000 [Miglia]

(run with Mini 1275 GT + Mini 850)

#### Non-Championship

Pos	No	Driver	Car	10 laps / Speed
1	36	Rick CUTTING		20:20.72 / 86.47mph
2	30	Derek MAY	[c may motors]	20:21.17
3	23	Peter MORRIS	[maguire]	20:56.82
4	28	Phil SPURLING		21:10.44
5	25	Peter HILL	[wallace/lassman]	21:11.92
6	34	G Tom SHEPHARD	[maguire]	21:30.04
7	33	Martin GUIDERY		9 laps
dnf	21	Colin BECKWITH	[hitachi]	9 laps
dnf	31	Bob TAYLOR		6





# From the Archives:

## Silverstone

### RACE OF THE DAY

{contd...}

#### MINI 1000 [Miglia]

(run with Mini 1275 GT + Mini 850)

#### Non-Championship

Pos	No	Driver	Car	10 laps / Speed
dnf	29	Colin BIGMORE	[gregory eng]	5
dnf	26	John BRADBURN	[presswork+fab]	4
dnf	32	Steven HARRIS	[harris]	4
dnf	24	Stephen WEST		0
ns	22	Paul GAYMER		
ns	35	Chris DOBSON	[pearce signs]	

FL: Bob Taylor

1:58.20 - 89.30 mph

Pole: S Harris

#### MINI 850 [Se7en]

(run with Mini 1275 GT + Mini 1000)

#### Non-Championship

Pos	No	Driver	Car	10 laps / Speed
1	53	Chris TYRRELL	[calbrook]	21:23.31 / 82.25 mph
2	64	Martin GOODALL	[marvellous/tiger]	21:23.77
3	52	Tony STYLES		21:25.49
4	57	Robert ADDISON		21:46.06
5	55	Nick CALVERT	[tw racing]	9 laps
dnf	61	Graham WENHAM	[micktuned]	9 laps
dnf	51	John HODGES		8
dnf	56	Stewart FOWLER		2
dnf	63	Chris GOULD		1
dnf	58	Stephen HALL		0
dnf	59	Colin FISHER	[moonbridge/swiftune]	0
ns	54	Derick RANSOME	[wessex kentreds/harris]	
ns	60	Julian CUTLER		
ns	62	Russell GRADY		
ns	65	Tristan BATCH	[lawrence]	

FL: Tony Styles

2:05.57 - 84.02 mph

Pole: G Wenham

# Know your rival

Mini 7 Racing Club drivers 2017

## MINI SE7EN

#	Driver
1	Ashley DAVIES
2	Spencer WANSTALL
3	Charlie BUDD
5	Lewis SELBY
7	Graeme DAVIS
8	Kieren MCDONALD
11	Tim STANBRIDGE
15	Steve BAKER
17	Ian BRISCALL
19	Tom SANDERSON
20	Darren THOMAS
23	Jabez DYER
25	Joe THOMPSON
27	Leon 'Oli' WINDOW
28	Dom BURGER
30	Tina COOPER
35	Paul SPARK
37	Gareth HUNT
38	Steven HOPPER
45	Leon WIGHTMAN
46	Dick HUNTER
47	Daniel BUDD
54	Lewis FOX
55	Darren EATON
60	Malcolm J KEAT
63	Dave ROBINSON
69	Steve TRENCH
70	Eian RIDDIFORD
71	Simon JONES
77	Andrew DEVINY
94	Lee ROBERTS
95	Julian PROCTOR
96	Stuart GILBY
99	Chris BLACKWELL-FROST

## MINI SE7EN S-CLASS

#	Driver
700	Justin COOPER
707	Roland PARSLOE
710	Ralph BUDD
723	James BULL
724	Richard BULL
742	Ben BUTLER
747	Kelvin EDGAR
765	Simon MARTIN
771	Julian AFFLECK
779	Andrew DICKINSON
791	Shaun TARLTON
792	Kevin O'SHEA
797	Jim BURROWS (Miglia)

## MINI LIBRE

#	Driver
126	Peter HILLS
127	Ian FRASER
133	Les STANTON
149	Gary WARBURTON
177	Peter CREWES
182	Matthew KANE
186	David FRANCIS
192	Steve JONES

## MINI MIGLIA

#	Driver
11	Kane ASTIN
20	Mark SIMS
21	Aaron SMITH
22	James DUNKLEY
23	Rupert DEETH
26	Peter ARNOLD
29	Dave DREW
37	James CUTHBERTSON
42	Paul SIMMONDS
49	Martin WAGER
55	Michael GREEN
56	Nick PADMORE
69	Tony LE MAY
72	Rob HOWARD
77	Tristen KNIGHT
79	Jonathan LEE
81	Alfie BROWN
83	Colin PEACOCK
85	Sam SUMMERHAYES
88	Dan WHEELER
92	Jason PORTER

## INVITATION

#	Driver
110	Ralph BUDD





## JOIN THE CLUB

Mini 7 is not just a racing series, it's a club. It's where like-minded people, just like you can socialise and get to know each other, chat cars and Minis and find people who just get it.

You don't need to be a racer to join the club, and if racing is something you're just getting involved in, then this is a great way to learn from and chat to the pros.

## SUPPORTERS

The Mini 7 Racing Supporters Club enables fans of Mini racing to belong to the Mini 7 Racing Club without the need to join as a racing



member.

For an annual fee of just £20 for UK members and £25 for International Members, Mini 7 Racing Supporters Club members will enjoy a range of benefits and exclusive offers.

## RACERS

To race with the Mini 7 Racing Club you must be a Racing Member. At £195 per season this represents great value for money.

In addition to being able to race with the Club, Racing Members also receive the same benefits as Supporters Club members - access to the members forum, club discounts, voting at the AGM and much more.

### Member Benefits

- Exclusive M7R Supporters Club car sticker
- Exclusive Supporters Club competitions
- Access to Members-only forum
- Discount on M7RC sponsors' products
- Invitation to M7RC social events
- Able to purchase tickets for M7RC awards

## SPONSORS



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# Roll of Honour

## The Champions

YEAR	MINI SE7EN	MINI MIGLIA	YEAR	MINI SE7EN	MINI MIGLIA
2017	?	?	1987	Chris Tyrell	Russell Grady
2016	Ashley Davies	Shayne Deegan	1986	Chris Tyrell	Russell Grady
2015	Paul Spark	Kane Astin	1985	Russell Grady	Mike Fry
2014	Andrew Deviny	Rupert Deeth	1984	Chris Gould	Mike Fry
2013	Andrew Deviny	Peter Baldwin	1983	Chris Gould	Chris Lewis
2012	Paul Spark	Peter Baldwin	1982	Gerald Dale	Chris Lewis
2011	Paul Spark	Endaf Owens	1981	Gary Hall	Chris Hampshire
2010	Paul Spark	Paul Thompson	1980	Jonathan Lewis	Roland Nix
2009	Kane Astin	Andy Hack	1979	Patrick Watts	Phil Spurling
2008	Paul Thompson	Andy Hack	1978	Steve Hall	Phil Spurling
2007	Max Hunter	Andy Hack	1977	Martin Goodall	Paul Gaymer
2006	Andrew Deviny	Bill Sollis	1976	Graham Wenham	Mike Curnow
2005	Paul Thompson	Peter Baldwin	1975	Graham Wenham	Alan Curnow
2004	James Hall	Peter Baldwin	1974	Chris Tyrell	Russell Dell
2003	Tim Sims	Peter Baldwin	1973	Mick Moss	Phil Spurling
2002	Tim Sims	Chris Lewis	1972	Reg Armstrong	Mick Osborne
2001	Tim Sims	Peter Baldwin	1971	Graham Wenham	Len Brammer
2000	Dave Braggins	Peter Baldwin	1970	Len Brammer	Mick Osborne
1999	Dave Braggins	Ian Curley	1969	Paul Gaymer	
1998	Matt Hayman	Ian Curley	1968	Mick Osborne	
1997	Steve Bell	Bill Sollis	1967	Bob Fox	
1996	Phil Manser	Stewart Drake	1966	Bob Fox	
1995	Mike Jackson	Chris Lewis			
1994	Ian Curley	Chris Lewis			
1993	Tina Cooper	Ian Gunn			
1992	Mike Jackson	Myk Cable			
1991	Bill Sollis	Myk Cable			
1990	Bill Sollis	Owen Hall			
1989	Steve Cooper	Myk Cable			
1988	Malcolm Joyce	Russell Grady			

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