

Pit & Paddock

2018

Official Newsletter of the Mini Seven Racing Club

2018: Issue 1



www.mini7.co.uk

DUNLOP MINI SEVEN & MINI MIGLIA CHALLENGE
supported by MINI SPARES



BRING IT ON!



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



PIPER CAMS

www.minispares.com

Supporting the Mini owner since 1975

Exclusive
engine internals from
Mini Spares

Evolution Billet Oil Pumps



Mini Spares Forged Crankshaft

Forged Steel
Lightweight Con Rods

Mini Spares.... At the of your engine

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

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

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

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

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

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



mini spares

Parts available online at www.minispares.com or by mail order on 01707 607 700

Minispares - NORTH

Units 2E and 2G Harwood Road
Northminster Business Park
York YO26 6QU
Tel: 01423 881800

Minispares - LONDON

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

Minispares - MIDLAND

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

SPONSORS



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

www.dunloptyres.com



Title co-sponsor of the Mini Se7en & Mini Miglia Challenge - a leading Mini aftermarket specialist

www.minispares.com



Sponsor of the 'Spax Spectacular' Improver Awards - for most places made up by a Mini Se7en driver in the race from their grid position

www.spaxperformance.com



Sponsor of the Fastest Lap awards

www.pipercams.co.uk



Print media partner to the Mini Se7en & Mini Miglia Challenge

www.minimag.co.uk



Series partner to the Mini Miglia

www.ohlins.uk.com



Sponsor of the Race Trophy awards

www.cctvleasing.com

BRING IT ON!

With the new season comes a new look to the pages of *Pit & Paddock* but, as ever, this newsletter will aim to keep you informed before and after each race meeting of 2018. We kick off with a preview of the opening National rounds at Pembrey in South Wales, and as we 'went to press' a healthy entry was expected for the M7RC's first visit in eight years. This long overdue return to the Welsh venue marks only the 11th time on the calendar in nearly three decades, so it is interesting to look back into the Archive and recount what happened when the Minis went there exactly 10, and 20, years ago. With a large contingent of 'local' members no doubt keen to put on a show on home turf, it should be a belter of a weekend! We also round-up the closing events of the 2017 season, including a recap of the 0-Plate meeting held at Brands Hatch in November, plus the 'bonhomie' of the annual Dinner Dance held this January at the Stratford Manor Hotel, with all the 2017 Award winners listed. We are also hoping to dovetail this newsletter alongside the Club's website, with regular news updates, including any technical bulletins that may be required throughout the season. In the next issue, we will bring you all the action from the season opener at Pembrey, plus making our predictions for what may happen as we transport the paddock across the other side of the kingdom to Snetterton in Norfolk, for rounds 3 & 4 of the National Challenges. For now, however, please read on and give us your feedback, ideas, news snippets, photos, etc, so we can tweak it for next time. Hope you like it!

RW



ISSUE #1 CONTENTS

- 3 Intro / Contacts
- 4 Preview: Pembrey Rounds 1 & 2
- 6 Timetable: Pembrey Rounds 1 & 2
- 7 2018 Calendar
- 8 News
- 13 Report: 0-Plate Brands Hatch
- 14 2017 Awards
- 15 2017 Final Points
- 16 From the Archive 2008: Pembrey
- 18 From the Archive 1998: Pembrey
- 20 Roll of Honour: The Champions
- 23 Know Your Rivals

CONTACTS

EDITOR

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

REPORTER

Ryan Wheeler
e: ryutd@live.co.uk

PHOTOS

Matt Barrington
www: mbracephotography.co.uk

WEBSITE / SOCIAL MEDIA

Stephen Colbran
e: info@stephencolbran.co.uk

CHAIRMAN

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

COMMERCIAL MANAGER

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

COMPETITION MANAGER / MERCHANDISE

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

www.mini7.co.uk

MEMBERSHIP

Sharon Roche / Barry Payne
e: membership@mini7.co.uk

TREASURER

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

DRIVERS REPS

Mark Sims (Miglia)
e: mss@clearsons.co.uk
Darren Thomas (Se7en)
e: dthomasautos@gmail.com
Shaun Tarlton (S-Class)
e: shauntarlton@hotmail.com

TECHNICAL SUB-COMMITTEE REP

Gareth Hunt
e: garethhunt37@hotmail.co.uk

MSA TECHNICAL SCRUTINEER

Steve Prior
e: priorsteve@hotmail.com

CLUB SAFEGUARDING OFFICER

Amanda Proctor
e: amandaproctor0510@hotmail.co.uk

PREVIEW: Rounds 1 & 2

Pembrey 21-22 April

**Miglia
Lap Record
Endaf Owens**
Time: 1:05.855
Ave speed: 79.59 mph
Set: 27 June 2010
1.456-mile circuit



MINI MIGLIA

It is eight long years since the Mini Seven Racing Club last graced the Pembrey tarmac, so the forthcoming trip to South Wales is one of excited anticipation for a thrilling season ahead. Registrations for 2018 already look to be surpassing those of

2017, with a noticeable increase in Miglia numbers, including the top three Mini Se7en finishers from last year - Charlie Budd, Lewis Selby and Ashley Davies - who have all moved up in power, although Selby did briefly try the bigger class back in 2002. Reigning champion Rupert Deeth carries #1 as he attempts to defend his second Miglia title

(2014/2017), with proven race winners Kane Astin (2015 champion) and Aaron Smith once again likely to be title challengers, while the likes of Dave Drew, Rob Howard, Colin Peacock, Sam Summerhayes and 2017 novice standout Alfie Brown will be looking to upset the odds, the latter especially one to watch out for after his tremendous debut victory at a wet Oulton. Others worth keeping an eye on include Kieren McDonald who also moves up from Se7ens, and Steve Maxted who brings a wealth of racing experience, including F3 •

PREVIOUS WINNERS:

- 2010 E Owens / K Astin
- 2008 R Saunders / A Hack
- 2007 A Hack / A Hack
- 2002 C Lewis / B Sollis
- 1998 I Curley
- 1997 I Curley
- 1994 I Gunn
- 1990 O Hall
- 1989 R Wager / G Mellin

Mini Libre

It is said that variety is the spice of life, and one of the biggest success stories in 2017 was the introduction of the multifarious Mini Libre on the back of the Miglia grid. Previously an ad-hoc all-comers invitation, the offer of a trophy at season's end drew a regular core of takers, each with a slightly different A-Series power unit and clothed in Miglia-esque bodywork. Devonian Peter Crewes got his 7-Port variant working to good effect to secure the inaugural title, in fact the re-purposed 'Special Tuning' Trophy which was the original 1970 Miglia 'Mille' trophy! Peter Hills (16V twin-cam) and Gary Warburton (1380) both had turns in front, as did Paul Thompson, and they will face increased competition from seasoned Mini racers like Jonathan Lewis, Phil Harvey and Damon Astin •



Photos: M7RC Archive (O'Read)

...PREVIEW:
...Rounds 1 & 2

Pembrey
21-22 April



**Se7en
Lap Record**
Paul Spark
Time: 1:11.716
Ave speed: 73.08 mph
Set: 26 June 2010
1.456-mile circuit

**S-Class
Lap Record**
Julian Affleck
Time: 1:15.312
Ave speed: 69.60 mph
Set: 27 June 2010
1.456-mile circuit

Mini-7 S-Class

The 1275cc scholarship class has come on leaps and bounds, thanks in part to an image makeover, but also a steadfast effort from drivers and members alike to retain the M7RC's original ethos of low-cost motorsport. The budget-tuning class not only provides a genuine stepping stone for beginners into Se7ens, but now almost a third of the grid, leading to the possibility of stand-alone races in the near future. Last season, Shaun Tarlton regained the title that he first won in 2014, but this year will face stiff opposition from the likes of Nick Croydon-Fowler and Andy Dickinson, while dark horses are former Mighty Mini champ Scott Kendall, and ex-FFord racer Rick Shortle. Look out too for 16-year old Morgan Lewis, daughter of Jonathan Lewis •

MINI SE7EN

In the Mini Se7en category, the field appears wide open for the 2018 season.

There's a whole host of potential new race winners, with Spencer Wanstall perhaps top of that list having come close on several occasions on his way to fifth overall last season and second overall in 2016. Likewise, 2017 Novice champion Joe Thompson came eighth overall in his debut season and will hope to emulate his dad Paul's double title-winning record (2005 & 2008), as well as a Miglia title too. Leon Window will top the entry lists thanks to his O-Plate success last November at Brands Hatch, meaning he gets to carry the #0. Along with Tom Sanderson and Dom Burger all three have impressed in their first couple of seasons in the category. These 'young guns' will though have to figure out how to beat the 'old

hands' on a regular basis, such as triple champion Andrew Deviny (2006, 2013 & 2014), Tina Cooper (1993) Darren Thomas and Gareth Hunt, who along with the likes of Graeme Davis, Lee Roberts and Steven Hopper were racing in the category well before many of the newcomers could ride a bike, and in some cases, before they were even born! •

PREVIOUS WINNERS:

2010	P Spark / P Spark
2008	P Thompson / K Astin
2007	A Deviny / M Hunter
2002	M Hunt / M Hunt
1998	J Hayman
1997	S Bell
1994	K Rogers
1990	N Johnson
1989	B Sollis / N Johnson



Photos: M7RC Archive (O Read)



“The British Truck Racing Championship heads to Wales for the second weekend of the season, with Pembrey serving as the backdrop for what is set to be a memorable two days of full-throttle action. A popular draw for fans, the heavyweight might of the BTRC is set to keep those in attendance on the edge-of-their-seats whilst a mix of other championships will also hit the track. The Hyundai Coupe Cup, Max5 Racing Championship, Track Attack Racing Club, Welsh Racing Drivers Association and Mini 7s make up the rest of the timetabled competition.” • www.barc.net



EXTRA TEST SESSIONS

Good news - such is the strength of our welcome at Pembrey, and knowing it is the first race of the year for the Club, included in the entry fee will be four 20-minute free testing sessions. There will be three on Friday afternoon and one on Saturday morning before qualifying. Plenty of time to get your 'eye in', and the car set-up for the first two rounds of the championship. On both evenings, the bar and food will be available. There will be a band on Saturday night with the truckers all promising to be on their best behaviour. •

STOP PRESS!

For those of you who may not be aware, the Minis will be racing on the new Clubmans layout. This incorporates a revised section between Dibení and the renamed Senna Esses, which offers a shallower curve followed by a heavier braking section and a tight left-hand turn! Needless to say, all-new fastest laps will be set... •

TIMETABLE: Rounds 1 & 2

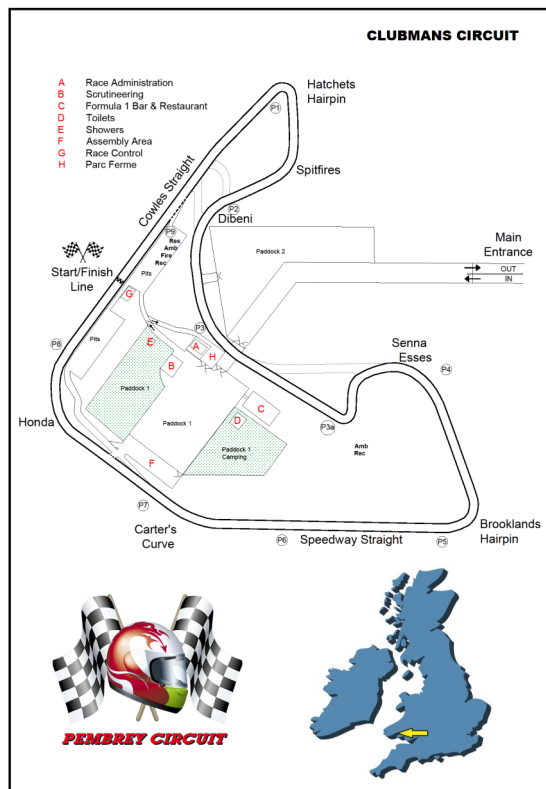
Pembrey 21-22 April

Saturday 21 April 2018

START	FINISH	DURATION	SESSION	CLASS
07.30	07.35	5 mins	Signing-on	All
09.00	09.20	20 mins	Practice	All
11.05	11.25	20 mins	Qualifying	Miglia / Libre
12.00	12.20	20 mins	Qualifying	Se7en / S-Class
15.20	15.40	20 mins	Race 5 (Rd 1)	Miglia / Libre
16.25	16.45	20 mins	Race 7 (Rd 1)	Se7en / S-Class

Sunday 22 April 2018

START	FINISH	DURATION	SESSION	CLASS
10.30	10.50	20 mins	Race 10 (Rd 2)	Miglia / Libre
11.40	12.00	20 mins	Race 12 (Rd 2)	Se7en / S-Class



CLUBMANS CIRCUIT LENGTH:

1.490 miles

NATIONAL CIRCUIT LENGTH:
1.456 miles

Pembrey Circuit

Llanelli, Carmarthenshire SA16 0HZ

Tel: 01554 891042

Email: pembrey@barc.net

Driving there:

Ten miles from J48 of the M4; leave the M4 at J48 towards Llanelli; follow A484 through Burry Port looking out for brown chequered signposts to Pembrey Race Circuit

www.pembreycircuit.co.uk



Top-billing British Truck Racing Championship will race on the original 1.456-mile National layout over the weekend •

2018 CALENDAR

DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE

Rounds 1 & 2	Pembrey	21-22 April (BARC / Trucks)
Rounds 3 & 4	Snetterton 300	12-13 May (MSV / Mini Festival East)
Rounds 5 & 6	Thruxton	2-3 June (BARC / 50th Anniversary)
Rounds 7 & 8	Zandvoort, NL	7-8 July (CZL-CPZ / British Race Festival)
Rounds 9 & 10	Brands Hatch	25-26 August (MSV / Mini Festival South)
Rounds 11 & 12	Cadwell Park	8-9 September (BARC / Club BBQ)
Rounds 13 & 14	Silverstone Int	6-7 October (BARC / Britcar)

All meetings run as double-headers

ADDITIONAL DATES FOR YOUR DIARY

Birkett 6-Hours	Silverstone	27 October (750 MC / 6-Hour Relay Race)
Winter / 0-Plate Trophy	Brands Hatch	17-18 November (BARC / 0-Plate Races)
AGM / ATD	Venue tba	Nov-Dec
Awards / Dinner Dance	Venue tba	January 2019



**Rounds 1 & 2
Pembrey, Wales
21-22 April (BARC / Trucks)**



Photo: M7RC Archive (O Read)

NEWS NEWS NEWS NEWS

CLUB KARTERS BRAVE THE COLD



Sub-zero temperatures and ice sheets greeted Mini Seven Racing Club members on 28 December for the unofficial annual karting event at Daytona Milton Keynes. Drivers travelled from as far as the south coast to have a play in the powerful DMax two-stroke hire karts. As an open race session, several M7RC members were joined by 'Joe Public', who turned out to be quite fast in the arctic conditions! S-Class Champion Shaun Tarlton managed to stay on the tarmac in the straightest line possible for the longest and finished P3. He was followed closely by 2017's top two Se7en

racers, Lewis Selby and Charlie Budd in P4 and P5, Stephen Colbran in P9 and Simon Martin in P14. Kieren McDonald was in P15 after a slight 'disagreement' with a fellow karter, while Ben Butler came in P21 having blown up his first kart! A great way to spend the morning, so make sure to join us later this year. Look out for further details posted on the M7RC website/Facebook soon •

SC



GARETH HUNT TO LEAD TECHNICAL SUB-COMMITTEE

Thank you to the 36 members who took the time to vote for the Technical Sub-Committee leader position, and an even bigger thank you to the three candidates who all received strong support. Elected on the basis of securing the most votes, Gareth Hunt will now be your point of contact for the Technical Sub-Committee meetings, and the discussions therein. Again, a very big thank you to Mark Wanstall, Kieren McDonald and Gareth Hunt for putting themselves forward for this voluntary role. Highly appreciated •

STUART COSGRAVE

Co-founder of Mondello Park in Ireland, Stuart Cosgrave sadly passed away last year after a short illness. Stuart was also instrumental in the Irish Mini 7 Racing Club which ran its own Leyland-inspired championship in the late 1970s-early 1980s, and not only raced Mini 7s (below left) but also helped promote a series of Ireland v England Mini races around the

same era, held at Mondello, Phoenix Park and Donington Park. The M7RC sends its belated condolences to Stuart's family and many friends in motorsport •

Photos: I Fraser Collection (C Connolly) + Autosport



GRAHAM HILL TROPHY SET TO RETURN IN 2018

The Mini 7 Racing Club is planning to re-introduce the historic Graham Hill Memorial Trophy as part of a 2018 recruitment drive for young racers. With interest at an all-time high in the Club's 'Scholarship' S-Class for limited-tuning 1275cc Minis, and many enquiries from teenage wannabe Lewis Hamiltons, the addition of a separate award alongside the overall S-Class title offers a welcome boost for youngsters on a budget looking for that first step into circuit racing. From 2018 the resurrected trophy will be awarded to the top-scoring Under-17 driver in the S-Class category. Long-time Mini racer, and onetime Formula Ford team boss, Jonathan Lewis has already signed up his 16-year old daughter Morgan to the Mini Se7en S-Class, and reckons that many more will follow her from the junior ranks of Autograss Minis, as well as other avenues of grassroots motorsport.

On learning of the junior initiative, Damon Hill said:

"I was thrilled to learn that the Mini Seven Racing Club is re-introducing this award. My father was the Vice President of the Mini 7 Club back in the day, and my mother gave this trophy to the Club to recognise his involvement and to reward those just getting started in racing."

Nick Cooke, Chairman of the M7RC added:

"The Mini 7 Racing Club is enjoying a flourishing period in its sixth decade of racing. One of the exciting developments in the Club's activities is the increasing participation in the 'Scholarship' S-Class formula.

"The icing on the cake for the 2018 season, and future seasons, is the re-introduction of the Graham Hill Memorial Trophy. I would like to thank Damon for his kind words and encouragement for the future success of this award and the S-Class formula."

Feature news items on the above ran in October 2017 issues of Autosport and Motorsport News •

NEWS NEWS NEWS NEWS



MINI RACING ART FROM THE HEART

Bex from ArtbyBex specialises in bespoke paintings of individuals legendary and iconic classics.

Only recently, she has completed a dynamic commission for Mini Seven Racing Club member, Kelvin Edgar. The S-Class racer and his family were overjoyed with their one-off painting as it was carefully designed around Kelvin and captures the enjoyment he has racing his Mini.

"Many, many, many thanks to Bex for painting my Mini. The painting is so exact to the car in many ways the

more I look at it. She has a great eye for detail, as when you look at the painting it is my car! It already has pride of place in the living room and draws your eye directly to it as you enter the room. We cannot stop looking at it" he added. It seems Bex has a real passion for

Minis and further examples of her A-Series art can be seen at www.artybex.co.uk. Her work is also becoming increasingly popular with a motorsport client base that includes the likes of Sir Frank Williams, Sir Jackie Stewart, Paddy Hopkirk and Mark Blundell •



IN SAFE HANDS

Amanda Proctor, wife of Se7en racer Julian, has been appointed the Mini Seven Racing Club's Safeguarding Officer (CSO). Following the MSA's latest directive, every motorsport club is required to have a Safeguarding Officer, a role designed to provide a 'go to' person if anyone has concerns about the welfare of children or vulnerable adults within the scope of a motorsport club's activities. Amanda is a well known face in the M7RC paddock and already has experience of this role in her day-to-day job, and we wish her well in her new post. For reference, below are the introductory sections from the MSA's updated policy:

SECTION A (2018 MSA Yearbook)

Safeguarding Policy

A7 Everyone who takes part in motor sport is entitled to do so in a safe and enjoyable environment. All Persons whose activities are within the scope of these Regulations in any regard must follow the MSA Safeguarding Policy (as amended from time to time) and the provisions of this Regulation.

A7.1 The MSA is committed to helping everyone in motorsport accept their responsibility to safeguard Children and Vulnerable People from harm and abuse and support them to do so. This Regulation and the MSA Safeguarding Policy applies to Persons involved in motor sport. All Persons participating in motor sport have a duty of care to safeguard the welfare of Children and Vulnerable People and prevent their abuse... •

NEW CLERK OF THE COURSE FOR 2018

I first started marshalling in 1967, my first event being a rallycross at Croft in six inches of snow; I ended up in the Medical Centre after being hit by a straw bale! Events used to run in all weather in those days and as it was televised it went ahead because rallycross was 'born' from foot and mouth disease, and *World of Sport* needed something to fill in for horse racing on a Saturday afternoon. I've visited every UK race circuit including some that no longer exist; Rufforth, Longridge, Aintree, Crystal Palace and Ingliston. From 1972-1977 I raced a Ford Escort Mexico Challenge, Special Saloons in a Ford 3-litre Broadspeed Bullet Capri, which in one race managed to ceremoniously drop the bottom end out of the engine going into Tower bend at Croft (at least not far from home). I also competed in Road & Stage rallying in various cars with some success. Once I'd emptied the wallet I returned to organising and officiating, attending all British and European GPs in the UK from 1968-1996, missing only one due to the weather; I was unable to get a ferry off

the Isle of Eigg back to civilisation. As well as being a Clerk of the Course for circuit racing I also Clerk Sprints/Hillclimbs and Rallies. I was appointed as an MSA Steward about 20 years ago and attend meetings on behalf of the governing body.

I personally believe in a level playing field for all and if someone has a problem then if I can help to get them out racing I will, as I want to see cars out racing not sat in the paddock after probably travelling long distances.

After being asked to cover some Se7en/Miglia events in 2017, which was probably some of the best I have officiated, Steve Burns who has been your Clerk for a number of years, found his 2018 diary was going to be rather full and asked if I would take over to be able to keep the same Clerk for the whole year. To all from last year, and new drivers for 2018, I would like to welcome you to the championship and hope that we all can have clean, close racing throughout. I look forward to seeing you all at Pembrey at the end of April.

Chris Gibson



GEORGIE SHAW

Georgie Shaw, a leading light in the British Women Racing Drivers Club, and a former Mini racer, sadly died in January. She led an all-female team in the M7RC's Leyland Mini 1275 GT Challenge in 1978 (below), having originally began racing in Formula Ford 1600s at Brands Hatch in the late 1960s. Georgie also went on to race Minis in Special Saloons and then a Shell-Sport Ford Escort, before going on to develop a career in the motor-ing and F1 industry as a journalist, pundit and TV producer. She served the BWRDC for 40 years, including roles as chairperson, PR officer and president, and her legacy to women in motorsport will be the Georgie Shaw PR Award. The M7RC sends its deepest sympathies to her family and friends •



Photos: J Parish Collection / Ferret Photographics (J Gaisford) + Autosport



PAUL MARTIN

We were saddened to learn that one of the original Mini 7 Club members, Paul Martin, passed away last November. Although he didn't compete in the Formula Mini-7 category, he was one of the first drivers to race a Mini on UK circuits, and with some success too. He is seen below in 'PM2' (#170, right) at Brands Hatch in 1964, where he came 2nd •

Photo: courtesy Craig Atkinson



NEWS NEWS NEWS NEWS

FIRE EXTINGUISHER TECHNICAL UPDATE



Regulation (K)3 in the *MSA Yearbook* has been amended to require all fire extinguishers to be serviced in accordance with the manufacturers' guidelines, or every 24 months, whichever is sooner. This regulation change was ratified by Motor Sports Council for 1 January 2018 implementation. Please see the regulation wording below (*in italics*). Unfortunately, there was an error in the rule changes notification sheet published in October 2017, which indicated an incorrect date of implementation of 01 January 2019. To confirm, this regulation is as per the *MSA Yearbook*, effective as of 1 January 2018. An extinguisher must now be serviced in accordance with (K)3.

So what does that mean for the M7RC? The MSA is transitioning over a four-year period from the current MSA-approved extinguishers to new FIA-approved extinguishers. So you can continue to use an MSA extinguisher until 2022, however you must now ensure

that it is serviced every 24 months. This makes perfect sense to anyone who's ever emptied an old extinguisher to find a load of gunk and not much extinguishing effect. For the sake of £25-£30, perhaps less, really it was essential before the regulations came into force anyway. If you are buying a new extinguisher now, you should probably choose an FIA-approved type to ensure that:

A) you'll be definitely be OK to compete at Zandvoort later this year, and;

B) you'll be future-proofed for when the new rules come into force in 2022.

Here's the official wording below:

"3. A fire extinguisher/extinguishing system must be carried on all vehicles, the minimum requirement being that the system be charged with one of the permitted extinguishants and be operable by the driver whilst normally seated either by manual operation or by a mechanically/electrically assisted triggering system. All extinguishers

must be serviced in accordance with the manufacturers' guidelines, or every 24 months, whichever is sooner.

Reason: Regulation K3 As an interim measure before the proposed requirement for FIA-homologated extinguishers is in place (FIA homologation mandates a service requirement). This proposal will ensure that the non-homologated systems are serviced at least every 2 years which is advised the manufacturers.

*Section K Appendix 3;
3.1 Plumbed-in Fire Extinguisher Systems.
3.1.1 Where a plumbed-in fire extinguisher system is required the vehicle must be equipped with an extinguishing system in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015. The system must be used in accordance with the manufacturer's instructions and with FIA Technical Lists #16 or #52.*

Reason: To adopt FIA fire extinguisher regulations from 2019, whilst allowing existing vehicles to use their non-FIA extinguishers until 2022, at least two service cycles. The extinguisher manufacturers have confirmed that they will no longer be producing non-FIA systems due to the small market, FIA systems are now of comparable cost and size-weight to non-FIA systems" •



THRUXTON TIME-TABLE RELEASED

The timetable for our visit to Thruxton on 2-3 June has just been released. The race weekend will begin with qualifying on the Saturday afternoon, one race for the Mini Se7ens in the afternoon, then three races on Sunday (one for Se7ens, two for Miglias). Don't miss it! Download the provisional timetable from the M7RC website •

ALCOHOL (AND DRUG) TESTING

Competitors are reminded that they are subject to random alcohol and/or drug testing during race meetings. Please make yourself familiar with the following regulations in the current *MSA Yearbook*: D25.1.14; D35.1; G15.1.4 & H39. As the Championship Organiser, the M7RC can also insist/request that competitors take a random alcohol test, at the expense of the M7RC, and any competitor found to be over the prescribed limit will be reported to the Clerk of the Course for further action in accordance with MSA General Regulation D.25.1.14 •

SHARE YOUR NEWS

These pages are here waiting for your news, so why not tell us about your Mini racing plans, new sponsors, charity fundraising ideas, you get the idea... oh and one or two decent pictures to go with it wouldn't go amiss. Contact details on page 3.



THOMAS JR IS SLOT CAR CHAMP

At the 2017 Oulton Park Mini Festival young Owen Thomas (son of Se7en racer Darren) showed his 'race' skills in Friday evening's slot

car event, setting fastest overall lap to win a fabulous trophy courtesy of Wirral Slot Car Racing, who built the mega Scalextric track in the Chequers venue. Clearly Owen is a budding Mini racer in the making, eh Darren! •



NEWS NEWS NEWS NEWS



MINI SEVEN RACING CLUB

CHAMPIONSHIP BULLETIN # 3_2018

RE: CLARIFICATION TO MIGLIA GEAR RATIOS

To all M7RC Members and Associates,

It has been brought to the attention of the M7RC and its Committee that there is an incorrect range of gear ratios for Mini Miglia (highlighted) in the current regulations. Specifically:

TR.5.9.1.3 iii) Mini Miglia;

Gear ratios (maximum 4). The ratio for First gear is free, the following range of ratios are mandatory; 2nd – 1 : 1.568 - 1.486, 3rd - 1 : 1.193 - 1.244, 4th - 1 : 1.

1:1 ratio drop gears are mandatory.

A 14-tooth pinion and 55-tooth crown wheel (nominal 3.9:1 final drive) is mandatory

The correct range should read (in red) as follows:

TR.5.9.1.3 iii) Mini Miglia;

Gear ratios (maximum 4). The ratio for First gear is free, the following range of ratios are mandatory; 2nd – 1 : 1.568 - 1.486, **3rd – 1 : 1.1865 - 1.244**, 4th - 1 : 1.

1:1 ratio drop gears are mandatory.

A 14-tooth pinion and 55-tooth crown wheel (nominal 3.9:1 final drive) is mandatory

This clarification has been discussed and approved by the MSA-appointed Technical Scrutineer, Technical Commissioner and also approved Mini gearbox/parts suppliers.

Issued by: Richard Williamson
Championship Coordinator - M7RC

Dated: 28 March 2018

*The 2018 Dunlop Mini Se7en and Mini Miglia Challenge supported by Mini Spares
MSA Championship Permit No: CH2018/R111 (Grade C)*



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, race results and full championship standings. No other amateur racing series has been covered in such depth, and the first 20 years are available to order through the M7RC:

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



Coming Soon!

10 NEW ISSUES

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



RACE REPORT: 0-Plate Trophy

Brands Hatch 18-19 Nov' 2017



0-Plate Winter Warmer

The final race meeting of the 2017 M7RC calendar played out at Brands Hatch, with 0-Plate success for Lee Deegan and Leon Window. Over the course of three races - the first two on a miserably wet and cold Saturday afternoon - it all boiled down to the last race on a dry but similarly chilly Sunday morning, with either Deegan or Nick Padmore in line to secure aggregate victory, made up

of the best-two-from-three scores. Driving the same Baldwin Motorsport car that his brother Shayne took to the National Miglia title in 2016, former Autograss and Honda Civic champion Deegan delivered when it mattered, taking his second victory to Padmore's one, and the overall 0-Plate win, with Alfie Brown shadowing the leading duo in third overall, and James Cuthbertson equally consistent

in fourth. In Mini Se7ens, Leon Window's double along with a second place was enough to earn him the other 0-Plate award, although opening race winner Lee Roberts was unfortunate to DNF in the second and then, after an 'all-nighter' by the Rightline crew to get his car back in contention, was cruelly robbed of a start when the car died going to the grid. Duncan Emmett made up for his Brands Festival disappointment in June, with three top finishes to take second in class overall, only just missing out on victory in the last race after a ding-dong battle with Window. Newcomer Arnold Duncan also ran well in Spencer Wanstall's borrowed car to tally third, while impressing in fourth overall was Darren Eaton, who not only set class pole time in qualifying and two fastest race laps, but was leading the second race when his engine cut out due to a loose ignition switch. Ian Fraser won the Libre class.

RW

RESULTS		
Race 1: 16 laps		
1	56	N Padmore (m)
2	48	L Deegan (m)
3	81	A Brown (m)
9	94	L Roberts (7)
10	22	L Window (7)
11	44	D Emmett (7)
Race 2: 17 laps		
1	48	L Deegan (m)
2	56	N Padmore (m)
3	81	A Brown (m)
6	22	L Window (7)
7	62	A Duncan (7)
9	44	D Emmett (7)
Race 3: 19 laps		
1	48	L Deegan (m)
2	56	N Padmore (m)
3	81	A Brown (m)
6	22	L Window (7)
7	44	D Emmett (7)
8	55	D Eaton (7)
FINAL POINTS		
Miglia		
1	L Deegan	40 (59)
2	N Padmore	39 (58)
3	A Brown	36 (54)
Se7en		
1	L Window	40 (59)
2	D Emmett	37 (55)
3	A Duncan	36 (37)



Photos: M7RC (S Colbran)

DINNER DANCE



Strictly speaking it was the 2017 Awards Night/Dinner Dance, our annual event hosted on 20 January at the Stratford Manor hotel, but 2018 sounds more up to date! An enjoyable night was had by all, some until the very early hours! Below is the full list of awards winners from 2017 season::

The Dunlop National Mini Se7en Challenge supported by Mini Spares:

- 1 CHARLIE BUDD
- 2 Lewis Selby
- 3 Ashley Davies
- 4 Andrew Deviny
- 5 Spencer Wanstall
- 6 Dom Burger
- 7 Gareth Hunt
- 8 Joe Thompson
- 9 Shaun Tarlton
- 10 Leon Oli Window

The Dunlop Mini Se7en S-Class Challenge supported by Mini Spares:

- 1 SHAUN TARLTON
- 2 Ben Butler
- 3 Justin Cooper

The Dunlop National Mini Miglia Challenge supported by Mini Spares:

- 1 RUPERT DEETH
- 2 Aaron Smith
- 3 Dave Drew
- 4 Sam Summerhayes
- 5 Alfie Brown
- 6 Kane Astin
- 7 Colin Peacock
- 8 Rob Howard
- 9 Jason Porter
- 10 Dan Wheeler

The Dunlop Mini Miglia S-Class Challenge supported by Mini Spares:

- 1 JIM BURROWS

Novice award Trophies for both Mini Se7en and Mini Miglia classes:

- JOE THOMPSON
ALFIE BROWN

The Steve Bell Memorial Trophy, for the Se7en or Mini Miglia driver leading the National Challenge with the greater number points after six round:

LEWIS SELBY

The Norman Finn Trophy, most Pole Positions in National Mini Se7en:

CHARLIE BUDD (x6)

The Mike Fry Trophy, most Pole Positions in National Mini Miglia:

RUPERT DEETH (x8)

The Chris Inch Memorial Trophy, most Fastest Laps in the Challenges:

RUPERT DEETH (x8)

The SP Trophy ('Semper Paravit' - latin for Always Prepared), most Reliable Car in the Challenges:

CHARLIE BUDD team

The Dunlop Cup, most Improved Driver in each formula:

ALFIE BROWN (mig)
DOM BURGER (7)

The Chris Tyrrell (Memorial) Trophy, highest points scorer in the Challenges:

CHARLIE BUDD

The Phil West Trophy, best turned out Mini Se7en:

CHARLIE BUDD team

The Peter Tisdale Trophy, best turned out Mini Miglia:

DAVE DREW team

The Fred Jackson Memorial Trophy, Club Member of the year:

COLIN PEACOCK

The Maurice Leggate Trophy, best Individual Drive of the year:

ALFIE BROWN (Oulton Mig race 1 wet)

The Bryan Slark Valve, Unluckiest Driver of the year ('It can only get better' award):

STUART GILBY

The Sevenoaks Cup – Mini Se7en, highest points scorer in all races at Brands Hatch:

LEON OLI WINDOW

The Sevenoaks Cup – Mini Miglia, highest points scorer in all races at Brands Hatch:

ALFIE BROWN

The James Armstrong Memorial Trophy, for the driver finishing 11th overall in National Mini Se7en:

PAUL SPARK

The Bill Sollis Trophy, National Mini Se7en or Miglia runner-up scoring most 2nd places:

AARON SMITH (x3)

The Tom Jarrett Trophy, best Racing Newcomer to the M7RC:

PETER CREWES

The Frank Gillibrand Memorial Trophy, the driver best demonstrating the Original Spirit of the M7RC:

STUART GILBY

The Graham Edwards Memorial Trophy, the driver with most points who didn't quite make the podium:

GARETH HUNT

The Nick Cooke Trophy, for the Support Team of the car scoring the highest points, after drop scores, in the National Challenges:

RUPERT DEETH team

Spax Improver Award, most places made up in the races from starting grid positions:

JOE THOMPSON (x33)

The ST Trophy ('Special Tuning'), best overall placings in Mini Libre:

- 1 PETER CREWES
- 2 Peter Hills
- 3 Gary Warburton

Replica National Challenge Champion trophies for 2016 season:

SHAYNE DEEGAN (mig)
ASHLEY DAVIES (7)

0-Plate Trophy:

LEE DEEGAN (mig)
LEON OLI WINDOW (7)

Commentator's Award:

COLIN PEACOCK



Photos: M7RC (O Read)

FINAL POINTS - 2017

MINI SE7EN

Pos #	Driver	Pts
1	2 Charlie BUDD	209 (259)
2	5 Lewis SELBY	201 (206)
3	1 Ashley DAVIES	183 (186)
4	77 Andrew DEVINY	174 (175)
5	2 Spencer WANSTALL	173 (174)
6	28 Dom BURGER	161 (174)
7	37 Gareth HUNT	141 (146)
8	25 Joe THOMPSON	135 (138)
9	791 Shaun TARLTON	107 (108)
10	27 Leon Oli WINDOW	106 (114)
11	35 Paul SPARK	95
12	7 Graeme DAVIS	89
13	742 Ben BUTLER	83 (86)
14	8 Kieren MCDONALD	82
15	20 Darren THOMAS	80 (81)
16	19 Tom SANDERSON	72
17	700 Justin COOPER	67 (71)
18	11 Tim STANBRIDGE	63
19	49 Ross BILLISON	62
20	94 Lee ROBERTS	56 (58)
21	95 Julian PROCTOR	55
22	4 Max HUNTER	54
23	723 James BULL	54
24	47 Daniel BUDD	51
25	55 Darren EATON	38 (39)
26	777 Nick CROYDON-FOWLER	35
27	779 Andy DICKINSON	33
28	99 Chris BLACKWELL-FROST	32
29	771 Julian AFFLECK	30
30	765 Simon MARTIN	27
31	45 Leon WIGHTMAN	26
32	707 Roland PARSLOE	25
33	84 Rob PEARSON	22
34	38 Steven HOPPER	18
35	46 Dick HUNTER	17
36	15 Steve BAKER	17
37	17 Ian BRISCALL	16
38	48 Ralph BUDD	12
39	96 Stuart GILBY	12
40	792 Kevin O'SHEA	12
41	747 Kelvin EDGAR	9
42	44 Duncan EMMETT	5
	724 Richard BULL	5
44	30 Tina COOPER	4
45	70 Eian RIDDIFORD	3
	71 Simon JONES	3
nc	60 Malcolm KEAT	-



MINI MIGLIA

Pos #	Driver	Pts
1	23 Rupert DEETH	216 (246)
2	21 Aaron SMITH	191 (219)
3	29 Dave DREW	189 (206)
4	85 Sam SUMMERHAYES	156 (159)
5	81 Alfie BROWN	155 (156)
6	11 Kane ASTIN	125
7	83 Colin PEACOCK	118 (119)
8	72 Rob HOWARD	115
9	92 Jason PORTER	104
10	88 Dan WHEELER	98
11	77 Tristen KNIGHT	77
12	37 James CUTHBERTSON	75
13	42 Paul SIMMONDS	74
14	20 Mark SIMS	62
15	26 Peter ARNOLD	61
16	22 James DUNKLEY	52
17	797 Jim BURROWS	52
18	15 Gordon POCOCK	44
19	50 Peter BALDWIN	31
20	55 Michael GREEN	29
21	27 Peter HARRIES	22
22	32 Endaf OWENS	20
23	56 Nick PADMORE	20
24	69 Tony LE MAY	20
25	40 Stuart WRIGHT	17
26	33 Michael HER	14
27	49 Martin WAGER	1

MINI-7 S-CLASS

Pos #	Driver	Pts
1	791 Shaun TARLTON	95 (96)
2	742 Ben BUTLER	82 (88)
3	700 Justin COOPER	74 (78)
4	723 James BULL	54
5	771 Julian AFFLECK	34
6	779 Andy DICKINSON	31
7	707 Roland PARSLOE	31
8	777 Nick CROYDON-FOWLER	29
9	765 Simon MARTIN	29
10	792 Kevin O'SHEA	21
11	747 Kelvin EDGAR	13
12	724 Richard BULL	6

MIGLIA S-CLASS

Pos #	Driver	Pts
1	797 Jim BURROWS	60

MINI LIBRE

Pos #	Driver	Pts **
1	177 Peter CREWES	106 (107)
2	126 Peter HILLS	68
3	149 Gary WARBURTON	52
4	108 Kieren MCDONALD	16
5	225 Paul THOMPSON	15
6	107 James LINDRIDGE	12
7	182 Matt KANE	6
8	220 Joe THOMPSON	2
9	144 Kenny HUNT	1
10	127 Ian FRASER	0

* 2017 Dunlop National Challenge points based on total of 14 rounds with the best 11 scores to count

** Invitational Mini Libre scored separately to main Challenge

From the Archives

10 years ago

Pembrey - 11 May 2008

Dunlop Mini Se7en Challenge: Rd 2

Thompson two - the rest nil

Paul Thompson continued his impressive start to the season as he held off the challenge of Kane Astin to win round two. Thompson had secured pole to head the 18-car entry after setting a lap time of 1:12.026 in qualifying, whilst reigning champion Max Hunter suffered a split oil cooler to leave him on the fourth row.

made another good start to head the field into Hatchets ahead of Dick Hunter, Kane Astin, Dyer, Spark and Deviny. Astin advanced to second after slipping inside Hunter Senior at Hatchets on the second lap. Hunter soon found himself dicing with Deviny for third, as Hunter Junior rose to fifth after passing Dyer and Spark. The reigning champion made further progress after passing his father and Deviny ran wide at Hatchets on the fifth lap enabling him to slip inside and capture third. Deviny copied Max's tight line at Hatchets a lap later to move ahead of Dick Hunter, who also dropped back behind Spark and Dyer in the same manoeuvre. Astin closed up to press



Paul Thompson leads the Mini Se7ens at Pembrey (top) Several cars went out in the red-flagged first race, including Joslyn, Mullen and Towey (left)

him to the top of the points table after a composed drive which also saw him claim his second fastest lap of the weekend. Rd 2 winner and pole position holder Thompson pulled into the pit lane at the end of the green flag lap with clutch failure to become an unfortunate non starter.

* Article reproduced from Pitlane Review '08 edition Photos: M7RC Archive (Ollie Read)



Thompson led away from Kane Astin, Dick Hunter, Ian Deviny, Jabez Dyer, Damon Astin, Paul Spark and Darren Mullen. Mullen's good start proved to be shortlived after he spun at Honda on the second lap, causing the following drivers to go off in all directions in avoidance, with several cars hitting the safety barriers causing the race to be red flagged. Mullen's car together with those of James Coulson, Darren Thomas, Anthony Towey and Tim Joslyn were too badly damaged to be able to start the restarted race over a 10-mins duration. Thompson

Thompson for the lead in the latter stages of the race but Thompson kept his cool to retain a 1.153s winning margin at the chequered flag, with Max Hunter in a safe third ahead of Deviny, Spark and Dyer •

Dunlop Mini Se7en Challenge: Rd 3

Astin claims debut victory

Kane Astin scored his first Mini Se7en victory to take

Astin was quickest away to lead the field into Hatchets for the first time from Dick Hunter, Ian Deviny, Jabez Dyer and Paul Spark. Deviny climbed to second after passing Hunter at Hatchets on the second lap. Max Hunter was soon on the move passing Damon Astin and Neil Robins on the opening lap before moving ahead of Dyer and Dick Hunter on successive laps to climb to fourth. Hunter then caught and passed both Spark and Deviny in one manoeuvre along the Speedway Straight on the fourth lap. Behind them a race long dice for seventh between Robins and Damon Astin was keeping the spectators entertained. Max Hunter had Deviny filling his rear view mirrors as he strived to regain second. Spark remained in fourth with Dyer and Dick Hunter remaining in close company throughout the race as they diced over fifth. Further down the order Anthony Towey and Huw Davies, who was making his Se7en debut, together with Evan Jones, were enjoying a close scrap for ninth, which eventually went in Huw's favour. Back at the front Kane Astin retained his lead to claim his first victory by just under four seconds from Max Hunter, with Deviny, Spark and Dyer completing the leading runners. Kane Astin now leads the points table by just one point from Max Hunter after three completed rounds •

RESULTS		
Mini Se7en	Rd 2:	9 Laps*
1	2 Paul Thompson	11:03.422
2	11 Kane Astin	
3	1 Max Hunter	
4	4 Ian Deviny	
5	35 Paul Spark	
6	29 Jabez Dyer	
7	7 Dick Hunter	
8	28 Neil Robins	
9	36 Damon Astin	
10	49 Huw Davies	
11	60 Malcolm Keat	
12	58 Evan Jones	
13	33 Geoff Taylor	
dnf	9 James Coulson	
dnf	12 Darren Mullen	
dnf	20 Darren Thomas	
dnf	34 Anthony Towey	
dnf	66 Tim Joslyn	
FL	K Astin 1:12.250 - 72.54mph	
Pole	P Thompson	
* race red-flagged - restarted		
Mini Se7en	Rd 3:	13 Laps
1	11 Kane Astin	15:57.657
2	1 Max Hunter	
3	4 Ian Deviny	
4	35 Paul Spark	
5	29 Jabez Dyer	
6	7 Dick Hunter	
7	28 Neil Robins	
8	36 Damon Astin	
9	49 Huw Davies	
10	60 Malcolm Keat	
11	34 Anthony Towey	
12	58 Evan Jones	
13	33 Geoff Taylor	
dnf	2 Paul Thompson	
ns	9 James Coulson	
ns	12 Darren Mullen	
ns	20 Darren Thomas	
ns	66 Tim Joslyn	
FL	K Astin 1:12.165 - 72.82mph	
Pole	P Thompson	

From the Archives
10 years ago
Pembrey - 11 May 2008

Dunlop Mini Miglia Challenge: Rd 2

Saunders saunters to first win

Ralph Saunders recorded his maiden Miglia victory after an inspired drive in the second round of the challenge. Andrew Hack headed the 17-car entry to claim pole with a 1:06.527 lap.

Saunders made a demon start from the second row to take the lead into Hatchets with his outside swoop, leaving Hack, David Edgecombe and Paul Thompson in his wake. Hack was soon putting Saunders under pressure before he ran wide exiting Hatchets on the third lap and slowly returned to the pits to retire with a broken throttle control spring. Sarah Munns also pulled in to retire with a broken steering column. Thompson was soon closing in on Saunders whilst behind them Edgecombe was heading a six-car train consisting of Mark Smith, Mark Sims, Colin Peacock, Tony Le May and Owen Stinchcombe disputing third. Thompson managed to squeeze inside Saunders at Diben on lap five, going up on to two wheels in the process. Sims moved ahead of Smith into fourth as the dicing continued in the chasing pack. Peacock ran wide at Hatchets on the eighth lap as he attempted to regain sixth from Le May, causing him to drop down to eighth just ahead of Gordon



Pocock. Saunders drew away from the dicing group contesting third to close in on Thompson before retaking the lead on the inside line through Woodlands on lap nine. Le May rose to fifth after demoting Smith on the same lap. Thompson's race came to an end as he retired with gearbox failure at the completion of lap 10. Saunders kept a safe gap ahead of the dicing pack, which was reduced when Smith out-braked himself at Hatchets on the 12th lap, promoting the recovering Peacock back up to fifth. Peacock advanced another position on the penultimate lap before undoing all his hard work when he had a coming together with Sims at Hatchets on the final lap, delaying both drivers. Saunders took the chequered flag with a winning margin of 3.379s from Edgecombe, who kept hold of second by a mere 0.126s •

Dunlop Mini Miglia Challenge: Rd 3

Champion back to the front



Andrew Hack again showed his liking for the Welsh circuit as he took full advantage of the absence of Paul Thompson, whose gearbox problems in the opening race prevented him from taking up his grid position, to become the third different race winner so far this season.

Hack led the field away from Ralph Saunders, Mark Smith, David Edgecombe, Colin Peacock and Michael Green who got a flying start off the sixth row to be sixth as the field turned into Hatchets for the first time. As before, the leading trio of Hack, Saunders and Smith edged clear of a six car train consisting of Edgecombe, Peacock, Green, Tony Le May, Mark Sims and Sarah Munns who were dicing over fourth. Peacock quickly advanced to the head of this group as Le May turned into Hatchets for the third time, side by side with Edgecombe, before Sims slipped past the pair of them, with Le May then racing alongside them through Diben. Hack was holding a comfortable lead as Saunders and Smith battled for second place, with Peacock edging ever closer to the pair. Le May ran wide at Hatchets on the fourth lap to drop back behind Green into ninth. Gary Shipton and Andrew Worsley were dicing closely for 13th as scraps continued throughout the order. Peacock made it up to third after passing Smith at Hatchets on the lap 7 before quickly latching himself on to the tail of Saunders' Miglia. Sims and Edgecombe raced side by side all the way from Hatchets to Diben as they continued to dice over fifth place on

lap nine, with Munns and Le May in close pursuit. Peacock finally managed to dislodge Saunders from second place on lap 12, but was unable to close on leader Hack, who retained his advantage to the chequered flag, despite his car jumping out of gear during the closing stages of the race. Saunders remained in third completing a highly successful weekend, ahead of Smith and Sims, with Le May just fending off Edgecombe, Munns and Stinchcombe to snatch sixth by just 0.065s. Le May is leading the Miglia Challenge points standings with 53 points •

A first National Miglia win for Ralph Saunders was popular (top) Mark Sims and Colin Peacock take the grassier line (below left)

** Article reproduced from Pitlane Review '08 edition Photos: MTRC Archive (Ollie Read)*

RESULTS		
Mini Miglia	Rd 2:	14 Laps
1	77	Ralph Saunders 15:57.766
2	21	David Edgecombe
3	69	Tony Le May
4	26	Owen Stinchcombe
5	15	Gordon Pocock
6	42	Paul Simmonds
7	13	Phil Harvey
8	98	Mark Smith
9	16	Andrew Worsley
10	9	Mark Sims
11	66	Gary Shipton
12	55	Michael Green
13	35	Ian Featherstone
dnf	4	Colin Peacock
dnf	12	Paul Thompson
dnf	1	Andrew Hack
dnf	5	Sarah Munns
FL	C Peacock 1:07.068 - 78.14mph	
Pole	A Hack	

Mini Miglia	Rd 3:	14 Laps
1	1	Andrew Hack 15:52.804
2	4	Colin Peacock
3	77	Ralph Saunders
4	98	Mark Smith
5	9	Mark Sims
6	69	Tony Le May
7	21	David Edgecombe
8	5	Sarah Munns
9	26	Owen Stinchcombe
10	15	Gordon Pocock
11	55	Michael Green
12	42	Paul Simmonds
13	16	Andrew Worsley
14	66	Gary Shipton
15	13	Phil Harvey
16	35	Ian Featherstone
ns	12	Paul Thompson
FL	C Peacock 1:07.068 - 78.14mph	
Pole	A Hack	

From the Archives

20 years ago

Pembrey - 19 April 1998

Unipart-DCM Mini Se7en Challenge: Rd 2

Hayman on the hunt in Se7ens

Two decades ago, the M7RC had already been visiting Wales' newest race circuit for several seasons, and on this occasion the BARC-run 'Welsh Car & Truck Festival' meeting was Round 2-of-13 in the Unipart-DCM sponsored National Challenge. Horribly wet conditions persisted throughout, meaning tyre pressure and de-misting choices were of optimum importance. The 1000cc Mini Se7ens were out first, with 26 grid places available to the 28 signed on for qualifying. In only his third car race, newcomer Mark Hunt impressed with pole position by 0.73s ahead of local lad James

Hayman, with future class champions Tim Sims and Matt Hayman on row 2. The race start was delayed due to a couple of trucks being bogged down on the waterlogged grass run-off areas, signifying what was to come. Both Hayman brothers collided on the opening lap, with the older Matt dropping out, then Dave Braggins also went skittering off at the acutely tight Hatchets Hairpin, before Denise Manderscheid beached her car on the kerbs to bring out the red flags. The count-back went to 4 laps, which initially were due to be added to the re-started leg to produce an aggregate result, before the organisers then decided to simply make it a fresh 5-lap dash to the flag! Several more cars fell off during the second part, including Tim Sims who was collected heavily by Paul Woodbridge, resulting in a checkover at the medical centre. Meanwhile, the battle up front had turned into a captivating three-way battle, with Mark Hunt and reigning champ Steve Bell heading James Hayman, until the lead pair both went 'autograssing' in tan-

dem on the last lap to let in the younger Hayman for a popular (and his first National) win among the partisan spectators! It also put him atop the overall points table ahead of his brother heading off to Oulton Park for the next round a fortnight later. Of the chasing pack, Dave Barwell and Rob Talbot (another Welshman) almost made it onto the podium too, with Dave Percival completing the top six. The season's Novice champion-elect, Tom Francis, served notice of his ability with a fine run into seventh spot, while more familiar names also in the starting line up included current Miglia Driver rep, Mark Sims and future double-class champion Paul Thompson, although both were out of luck and on the DNF list on this occasion •



James Hayman, seen here at Cadwell, took the Se7en victory on his 'home' circuit and went top of the points table (top)

A top-six finish for Dave Percival, pictured at Silverstone, in his Mach Racing car (below)

Photos: M7RC Archive (B Ambrose)

RESULTS

Mini Se7en	Rd 2:	5 Laps*
1	9 James Hayman	6:31.95
2	1 Steve Bell	
3	97 Mark Hunt	
4	5 Dave Barwell	
5	19 Rob Talbot	
6	8 Dave Percival	
7	17 Tom Francis	
8	41 Chris Huck	
9	27 Simon Adams	
10	22 Sarah Munns	
11	44 Oli Perrett	
12	98 Andrew Pilkington	
13	88 David Philip	
14	54 Nigel Pybus	
15	37 Simon Spearing	
16	84 Ian Deviny	
17	46 Phil Lee	
18	68 George Buhagiar	

- dnf 6 Mark Sims
- dnf 39 Paul Woodbridge
- dnf 7 Tim Sims
- dnf 20 Rob Cullum
- dnf 3 Dave Braggins
- dnf 15 Paul Thompson

- did not take restart
- dnf 4 Matt Hayman
- dnf 36 Denise Manderscheid

- ns 29 Nick Brown
- ns 11 Andy Burge

- FL M Hunt 1:15.16 - 69.73 mph
- Pole M Hunt

* race red-flagged & restarted



From the Archives
20 years ago
Pembrey - 19 April 1998

Unipart-DCM Mini Miglia Challenge: Rd 2

Curley cleans up in Miglias

For the 1300cc Miglias, the rain may have abated slightly but it was still far too wet for slicks. The 20-car entry was headed by Ian Curley after qualifying, the Kent driver just 0.16s ahead of Gordon Pocock on the front row, with Mike Jackson and Julian Sole next up. Compared to the Se7ens race, this contest was more straightforward, as Curley soon pulled out a comfortable advantage to sail home over 8s to the good, his second-of-nine victories in a title-winning season. The battle for second became a lot closer

was one of several spinners during the 12-lapper, including Pocock who was unable to continue. Of note further down the order were 1996 Se7en champion Phil Manser, having converted his title-winning car to the bigger class; Wayne Grayer (nowadays involved with running the Ashley Davies/SMG team); multi-Miglia champion Peter Baldwin; historic



prep/racer David Gathercole; and current M7RC Commercial Manager, Colin Peacock •

Curley, Jackson & Sole all made the Pembrey podium (top) Neat Pattison-prepped car of Rich Wager (above)

Novice standout Endaf Owens went well to 5th (left)
David Gathercole leads Tony Higgins through the spray (below)
Photos: M7RC Archive (B Ambrose + M Harvey)
all pics at Silverstone

near the end after Sole spun which allowed Jackson to gain ground and almost nick the place on the line, while the latter's Manders teammate, Jonathan Lloyd drove a great race, including fastest lap in the tricky conditions, to lead home a good scrap for fourth, ahead of newcomer and local hotshoe, Endaf Owens (Novice champ) in an ex-Ian Gunn car, from Trevor Hancock and Richard Wager who



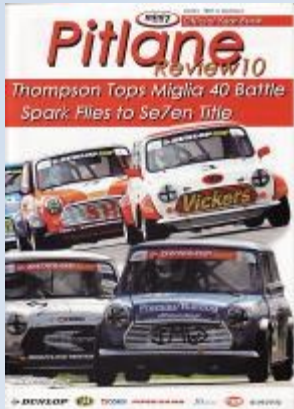
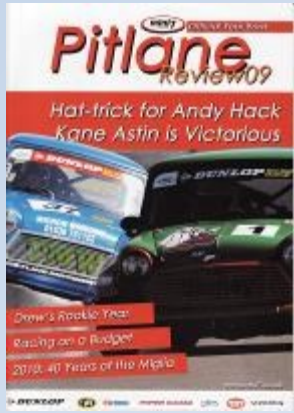
RESULTS

Mini Miglia	Rd 2:	12 Laps
1	2 Ian Curley	14:45.46
2	3 Julian Sole	
3	9 Mike Jackson	
4	7 Jonathan Lloyd	
5	21 Endaf Owens	
6	16 Trevor Hancock	
7	57 Richard Wager	
8	11 Phil Manser	
9	24 Graham Ford	
10	8 Wayne Grayer	
11	5 Peter Baldwin	
12	33 Tony Higgins	
13	50 David Gathercole	
14	42 Dan Eady	
15	29 David Abbott	
16	37 Scott Bennett	
17	19 Kevin Mason	
dnf	30 Colin Peacock	
dnf	56 Colin Ellison	
dnf	15 Gordon Pocock	
FL	J Lloyd	1:11.15 - 73.66 mph
Pole	I Curley	

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

* Overall Champion Award:

Rover Mini Cooper to the Champion with highest points.

NATIONAL MINI MIGLIA

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

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

MIGLIA S-CLASS

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

MINI LIBRE Invitational

- 2017 Peter Crewes

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

CADWELL PARK SERIES

- 1978 Chris Tyrrell (overall)

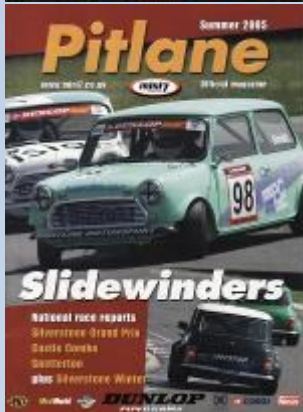
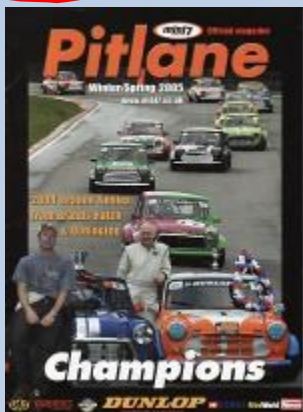
CASTLE COMBE SERIES

- 1983 Mike Fry (overall)

LYDDEN SERIES - SE7EN / MIGLIA

- 1983 Barbara Cowell / Peter Moore
- 1984 Chris Gould / David 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 Winnifrith
- 2002 Andy Hack
- 2003 Nick Tandy

SOUTHERN/WINTER - MIGLIA

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

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

NOVICE AWARD - SE7EN

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

- 2014 Shaun Tarlton
- 2015 Lewis Fox
- 2016 Leon Oli Window
- 2017 Joe Thompson

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



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



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



The range is now available to browse and purchase online.

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

Please take a look in the next few days

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

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



KNOW YOUR RIVALS



2

www.minispares.com
www.mini7.co.uk



0

www.minispares.com
www.mini7.co.uk



1

www.minispares.com
www.mini7.co.uk



8

www.minispares.com
www.mini7.co.uk

Mini Se7en

#	Driver
0	Leon Oli WINDOW
5	Spencer WANSTALL
7	Gareth HUNT
8	Joe THOMPSON
15	Steve BAKER
19	Tom SANDERSON
20	Darren THOMAS
22	Graeme DAVIS
28	Dom BURGER
30	Tina COOPER
38	Steven HOPPER
45	Leon WIGHTMAN
55	Darren EATON
60	Malcolm J KEAT
63	Dave ROBINSON
71	Simon JONES
77	Andrew DEVINY
94	Lee ROBERTS
95	Julian PROCTOR
96	Stuart GILBY
?	Paul SPARK
?	Tim STANBRIDGE
?	Ross BILLISON
?	Max HUNTER
?	Daniel BUDD
?	Chris BLACKWELL-FROST
?	Rob PEARSON
?	Dick HUNTER
?	Ian BRISCALL
?	Ralph BUDD
?	Duncan EMMETT
?	Eian RIDDIFORD

Mini Miglia

#	Driver
1	Rupert DEETH
11	Kane ASTIN
12	Richard SMITH n
15	Gordon POCOCK
17	Richard JESSOP
20	Mark SIMS
21	Aaron SMITH
24	Lewis SELBY
26	Peter ARNOLD
27	Peter HARRIES
29	Dave DREW
37	James CUTHBERTSON
42	Paul SIMMONDS
43	Dave EDGECOMBE
44	Darren MOON n
47	Charlie BUDD
49	Martin WAGER
56	Nick PADMORE
69	Steve MAXTED
72	Rob HOWARD
81	Alfie BROWN
83	Colin PEACOCK
85	Sam SUMMERHAYES
88	Kieren MCDONALD
92	Jason PORTER
?	Ashley DAVIES
?	Dan WHEELER
?	Tristen KNIGHT
?	Peter BALDWIN
?	Endaf OWENS
?	Tony LE MAY
?	Lee DEEGAN

Mini-7 S-Class

#	Driver
700	Morgan LEWIS n
708	Scott KENDALL
711	Rick SHORTLE
756	Thorburn ASTIN
747	Kelvin EDGAR
765	Simon MARTIN
766	Stephen COLBRAN n
771	Julian AFFLECK
777	Nick CROYDON-FOWLER
779	Andy DICKINSON
791	Shaun TARLTON
792	Kevin O'SHEA
796	Mark CHAPPELL n
?	James BULL
?	Roland PARSLOE
?	Richard BULL
?	Josh COLLINS

Mini Libre

#	Driver
113	Phil HARVEY
126	Peter HILLS
127	Ian FRASER
133	Les STANTON n
149	Gary WARBURTON
177	Peter CREWES
186	David FRANKS
222	Ben BUTLER
500	Rob DAVIS n
616	Justin COOPER
666	Jonathan LEWIS
?	Paul THOMPSON
?	Joe THOMPSON
?	Rohith DA SILVA
?	Damon ASTIN
?	James LINDRIDGE
?	Matt KANE



LE MANS 24 HOURS WINNERS CHOOSE DUNLOP.



The 2017 Le Mans 24 Hours featured open tyre competition in both LMP2 and GTE categories.

Congratulations Jackie Chan DC Racing and Aston Martin Racing, both winners chose Dunlop for grip and enduring performance.

www.dunlop.eu

[@DunlopMSport](https://twitter.com/DunlopMSport) [f /Dunlop](https://www.facebook.com/Dunlop)

 **DUNLOP**
FOREVER FORWARD