



# Newsletter



Issue 02 Mar 2006

## Calling All Champions

### DO YOU KNOW THE WHEREABOUTS OF A MINI SE7EN OR MIGLIA CHAMP?

As part of the 40<sup>th</sup> Birthday celebrations this year the club is looking to have a group photograph at Brands Hatch on 16<sup>th</sup> July of all Mini 7 and Mini Miglia champions from the past 40 years.

Sadly some of our past champions are no longer with us but there are others that have left the club and are no longer in contact with members of the committee.

If anyone knows of the whereabouts and contact details of any past champion who have left the Mini 7 Racing Club, could they pass the details onto Nick Cooke so we can contact them to see if they would like to be part of our birthday celebration in July.

Can all Mini Se7en and Mini Miglia champions please contact Nick Cooke to let him know if you are attending the Brands Hatch event in July.



### In this Edition of the M7RC Newsletter

**P2: Hunter Scores Max Points**  
Mini Se7en Rd1 report

**P3: Sims Wins First Miglia Race**  
Mini Miglia Rd 1 report

**P4: Chairman's Chat**  
Thoughts from Nick Cooke

**P5: Plans for Bumper Race W/end**  
April 30<sup>th</sup> / 1<sup>st</sup> May at BH and CC

**P6: Regulation Corner**  
Latest information for drivers & teams

**P8: And Finally.....**  
Other news and 2006 racing calendar

### BBC Norfolk Highlight Mini 7's

In the week leading up to the first meeting at Snetterton the Mini 7 Racing Club received some welcome attention on the regions BBC website. A Miglia picture, editorial highlighting the 40<sup>th</sup> anniversary of the M7RC and a link to the new website, all helped promote the club to a non motorsport readership.

### 40 Years of Mini Racing DVD

The appeal to members in issue 1 of the club newsletter to support the promoting of the '40 years of Mini Racing' DVD has resulted in the club selling the majority of the remaining stock.

A big thank you to all of you that responded.

For those of you wishing to buy a copy please purchase as soon as you can because it is very much a case of 'while stocks last' – which wont be long.

If you wish to purchase a copy of the DVD please contact:-

Mike Jackson 0121 707 5881

Price - £15.00 (plus £2 P&P)

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## Dunlop Mini Se7en Challenge Round 1 – Snetterton – 2<sup>nd</sup> April 2006

### Hunter Scores Max Points in Norfolk

#### Qualifying

A typically windy weekend at Snetterton, but the Norfolk track managed to stay dry for qualifying for the opening race of the season. Twenty-eight cars took to the track with Andrew Deviny, Max Hunter and Paul Thompson each setting the fastest times throughout the session. Deviny finally claimed pole position with a 1m30.208s, followed by Max Hunter in the number two spot with a 1m30.312s and Paul Thompson with a 1m30.417s. The top three rows were completed by Kane Astin, Niven Burge and Paul Clarke, with Graeme Davis and Geoff Letts filling row four and Andy Burge and Peter Bonas completing the top ten.

#### Race

Twenty-seven cars make the first grid after Andrew Ruthven failed to make the start. At the green light it is all action as the 27 Mini Se7ens tear towards Riches with everybody getting a good start.

Andrew Deviny, Max Hunter, Paul Thompson, Kane Astin and Niven Burge all fight to get through with Max Hunter getting the jump on the pole sitter to take the lead at the end of lap 1. It wasn't a good start to the year for the reigning novice champion Lee Jones as he pulled his car off the track on the first lap with a wheel problem.

The lead changed from lap to lap as Hunter and Deviny battle for the lead, with Paul Thompson adding to the mix. Burge and Astin are having their own battle just behind the leading pair. Further back down the field Geoff Letts is biding his time and on lap 4 seems to find some extra pace that propels him to the front at the Esses and takes the lead, however in typical Mini Se7en fashion it's all change again by the time the pack comes through on lap 5 with Andrew Deviny in the lead with Max Hunter and Geoff Letts on his bumper, followed closely by Paul Thompson, Kane Astin and Niven Burge.

On lap 6 the spectators at the Esses know they are watching a 'classic' and are fully focused on all the intense action as they come round again, this time with Paul Thompson in the lead as they fight into lap 8. Max Hunter is closely following the leader and retakes the lead, but Deviny gets a tow down Revett Straight and takes the lead again going into the Esses, with Paul Thompson and Geoff Letts exchanging paint on their way through.

Niven Burge is now in fifth fighting hard with Kane Astin. New driver Anthony Towey is battling away with Paul Spark with Anthony Towey getting it all sideways into the Esses and losing momentum. New 'S' Class driver Tristen Knight puts in a good performance battling with Ricky Horne and finally getting past him on the last lap.

Max Hunter battles on to take the lead and win on the final lap from Andrew Deviny followed by Paul Thompson, Geoff Letts, Niven Burge and Kane Astin with just 4.709 seconds between the top six finishers. Behind them battling away Paul Clarke, Damon Astin, Graeme Davis and Peter Bonas complete the order for the top ten. Niven Burge set the fastest lap of the race on lap 12 with a 1m30.054s. The Snetterton crowd applauded, knowing they have just witnessed the best race of the day – a typical showing from the Mini Se7en in what is a fantastic start to their 40<sup>th</sup> birthday year.

#### **Peter Gudgin / Laura Gudgin**

#### Race Classification

1	46	Max HUNTER	18:25.910	12 laps
2	2	Andrew DEVINY	+0.796s	
3	1	Paul THOMPSON	+0.988s	
4	3	Geoff LETTS	+1.139s	
5	53	Niven BURGE	+1.981s	
6	5	Kane ASTIN	+4.709s	
7	21	Paul CLARK	+16.274s	
8	8	Damon ASTIN	+23.993s	
9	22	Graeme DAVIS	+ 24.992s	
10	41	Peter BONAS	+25.693s	
11	98	Mark SMITH	+29.131s	
12	35	Paul SPARK	+47.210s	
13	34	Anthony TOWEY	+50.540s	
14	15	Steven BARKER	+55.594s	
15	20	Darren THOMAS	+1m14.221s	
16	77	Tristen KNIGHT	+1m18.642s	
17	23	Ricky HORNE	+1m19.546s	
18	57	Philip GILLIBRAND	+1m32.102s	
19	60	Malcolm James KEAT	+1 lap	
20	47	Kevin EDGAR	+1 lap	
21	71	Dick HUNTER	+2 laps	

Fastest Lap Niven BURGE 1m30.054s 78.03mph 125.58kph

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Dunlop Mini Miglia Challenge  
Round 1 – Snetterton – 2<sup>nd</sup> April 2006

## Action All The Way as Tim Sims Races to Victory

The opening round of the 2006 Dunlop Mini Miglia Challenge on the 1.9-mile circuit at Snetterton in Norfolk was billed as one of the highlights of the Dunlop Great and British meeting and the Mini Miglia Challenge drivers delivered 12-laps of pure four-wheeled entertainment.

### Qualifying

The 15-minute qualifying session was the usual frantic affair, with Kelly Rogers snatching pole position from James Hall with just 0.043 seconds separating the front row pairing. Bill Sollis and Colin Peacock lined up on row 2, with Andrew Hack and Stuart Thomas rounding out the top six of the 20 car grid.

### Race

At the start all 20 Minis make a safe getaway, with Rogers leading Hall and Sollis through Riches and Andrew Hack and Stuart Thomas battling for fourth.

As the cars come round for their second lap, Tim Sims has made up some time, catapulting up the grid from 8<sup>th</sup> to finish the lap in 4<sup>th</sup> place. Andrew Hack and Tony le-May are having a good battle for 5<sup>th</sup>.

Hall and Rogers are still battling at the front with the no 21 Mini of Hall passing the No 2 car of Rogers on lap 3. It's very close at the front between the leading four cars and Rogers pulls up behind Hall through Russell Bend, but now Rogers comes under pressure from 3<sup>rd</sup> placed Bill Sollis. A gap opens and Sollis dives through to take 2<sup>nd</sup> place, with Rogers now under pressure from the flying Tim Sims.

On lap 5 it's all change again. Rogers, ignoring the challenge of Tim Sims, whose car is filling the rear view mirrors of the No 2 Miglia, passes Sollis and James Hall to claim back the lead, but not for long as Hall then passes Rogers again through the Esses.

Sims, who was battling hard to move further up the order was challenging Sollis for the final podium position. Behind the top four Mark Sims and Colin Peacock were at it 'hammer and tongs'. Sarah Munns was also having a good race, moving steadily through the field to lie in 11<sup>th</sup> place at the half way stage after starting at the back of the grid.

Rogers looks up the inside of Hall through the Esses on lap 8 and manages to make the move stick putting him back in the lead, but Hall is all over the back of the lead car and out brakes Rogers, passing him to retake the lead.

Sims finally passes Sollis on the outside at Riches on the penultimate lap to move into 3<sup>rd</sup>, while Peacock passes Le-May to move into 5<sup>th</sup> place.

Hall and Rogers, both determined to take the chequered flag in first place, collide on the last lap just before The Bombhole, allowing Sims to pass both of them to take the lead with less than a mile to go. Hall recovers quickly to take 2<sup>nd</sup> place, but the luckless Rogers falls down the order to finish 6<sup>th</sup>.

Tim Sims takes the chequered Flag with James Hall just 0.3 seconds behind. Bill Sollis took the final podium position 1.3 seconds adrift of the leader, with Colin Peacock in 4th, Tony Le-May in 5th, and Kelly Rogers coming in 6th. A frantic opener to the Mini 7 Racing Club's 40<sup>th</sup> year and the stage is now set for a classic season of Mini racing.

**Samantha Barringer**

### Race Classification

1	8	Tim SIMS	16:48.605	12 laps
2	21	James HALL	+0.378s	
3	3	Bill SOLLIS	+1.338s	
4	83	Colin PEACOCK	+13.236s	
5	69	Tony Le-May	+13.808s	
6	2	Kelly ROGERS	+13.985s	
7	6	Mark SIMS	+14.978s	
8	42	Paul SIMMONDS	+34.267s	
9	9	Sarah MUNNS	+35.621s	
10	28	Phil LEE	+49.478s	
11	33	Paul BAIRD	+1m09.932s	
12	13	Phil HARVEY	+1m13.624s	
13	34	Keith ALLINGTON	+1m25.685s	
14	39	Paul WOODBRIDGE	+1m25.992s	

Fastest Lap Tim SIMS 1m22.615s 85.06mph 136.89kph



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## Chairman's Chat.....

We're off..... the start of another season of racing for the Mini Se7en Racing Club. Not just any 'old' season I hastily add, but the 40<sup>th</sup> season since the first Formula Mini 7 race at Brands Hatch. There will be more information about the Club's plans to celebrate this 'milestone' at Brands on 16 July in a later newsletter and on the Club's Website forum. On the subject of the Club Website, I must congratulate Steve Whiteley for a much improved and more informative site. Returning to the 40<sup>th</sup> anniversary, does anyone know of a Formula Mini 7 of that era that still survives? If so, give me a call.

I have to admit, it was with some trepidation that I started to write my first *Chairman's Chat* for the Club; as I have said before, Bill is a hard act to follow. Yet again, it is a big thank you from me and I'm sure the Club Members, to Bill for all of his hard work in the past 18 years {I think I'm correct with the duration} of being a Committee Member and then Chairman. Also I must thank past Committee Members Dave Banwell, Roy Grady, Gareth Hunt, Dave Kimberley, Ian Gunn and all those that I have not named for all their help in running the Club during the past years.

The AGM has now past and various points were noted after the event. One thing that was very noticeable was the relatively poor attendance. A figure of 64 attendees compared to the normal figure of around 110, caused some concern. Whether this is a reflection of the chosen day {Saturday} when some Members work, or the content of this particular meeting or any other reasons is unclear. This will be discussed by the Committee. Whether we decide to change the day, time of year, or even combine the AGM with the Annual Technical Meeting, are ideas that need to be finalised. My thanks go to both Jeffrey Parish for 'steering' us through the administration of the new Company and Sharon for organising the venue. For those who were present, I'm sure you will agree, that Colin's presentation for the forthcoming year was, as they say in the 'shaving world', at the cutting edge! No excuses for anyone to be in the dark about where we are heading. Mike and Allan Jackson were on hand to sell the latest Corgi models, merchandise and DVDs, along with handing out the Sponsorship decals. Thanks go to the 'Jackson Two'.

Our first Round at Snetterton has 'been and gone' and what a cracker it was. In all the years that I have watched or participated in racing, I cannot remember two more exciting races at one meeting. It made up for the normal bitter conditions of the Norfolk circuit. Congratulations to both the winners, Max Hunter {Mini 7} and Tim Sims {first Miglia win} and to Tristen Knight and Phil Harvey for winning the first Mini Se7en and Miglia 'S' classes respectively. A great meeting for the Club, as far as I was concerned; we sure showed the other classes what close racing is all about. Just a few topics came to light at the meeting, a couple of them I have mentioned here; firstly the ticket situation is becoming difficult, so we need to have a 'rethink' about this and the Sponsorship decal availability needs to be improved. Ralph Saunders has always looked after this matter, but when the companies don't send them, then we are somewhat 'snookered'. Since the meeting, I have contacted all our Sponsors and they have promised to send some more decals in the next week or so, certainly in time for Brands Hatch.

Finally looking forward to the rest of the season, especially our annual pilgrimage to Spa Francorchamps, there is concern about the number of entries for this meeting. I have been informed that a total of only 23 {Mini 7s and Miglias} have entered. This means for financial reasons, we will have to invite another Formula to join us, thus making up the numbers. This would be a great pity. So if you are going to race at Spa, please enter NOW!!!

The first *Chairman's Chat* is coming to a close; it wasn't as bad as I thought it was going to be. I hope I've thanked everyone that needs thanking, commented on the first round and mentioned Spa, but I have that niggling feeling that I've forgotten something, a bit like when you are going on holiday you think..... I bet I left something behind!

Have a great season, maybe with some success, but more importantly enjoy it. See you all at Brands.

Nick Cooke

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## Mini Festival comes to Brands Hatch on April 30<sup>th</sup>

Brands Hatch will host a Round of the Great and British Dunlop Motorsport Festivals on Sunday April 30<sup>th</sup> and with four Mini races on the bill this event will become a Festival of Mini celebration. There will be two races for the MINI Challenge for the new cars (previously known as the John Cooper MINI Challenge) and a race for both the Mini Miglias and Se7ens.

In the past there has been little promotion of Mini racing, but now that's all about to change. Mini owners attending will receive special treatment on the day with display parking on the famous South Bank, parade lapping at lunch time, Dunlop freebies, competitions and plenty of off track entertainment to go alongside the dramatic track action, including a fun fair and a live band. All the Mini owners' clubs and websites have received invites and the race meeting will also be extensively covered on Sky Sports in the weeks following the event.

For Mini owners interested in track driving should note that there is a trackday with a session for Minis only on Friday 28<sup>th</sup> on the Indy circuit. For more details of this and booking details please call 01508 536271

The Great and British Dunlop Motorsport Festivals are backed by a major marketing programme to broaden the appeal of national motorsport and introduce new spectators to the sport. Four of the UK's biggest racing championships will compete at each event; the Mini Challenge, the Avo Ginetta Championship, the Radical Biduro championship and the Radical Enduro championship, all of which is backed up by the British Automobile Racing Club (BARC).

There will be comprehensive satellite TV coverage of each round, pre-event publicity nationally and locally, plus plenty off-track activities for the whole family become involved in. These include motorshows, car club displays and general public lapping sessions.

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### *BH / CC Double Header*

The next two events are back-to-back with the Brands Hatch Dunlop Great and British event on 30<sup>th</sup> April (See the above article on the BH Mini Festival) and Castle Combe races on Monday 1<sup>st</sup> May.

#### £80 Start Money

To encourage as many racing members to take part in both these events, and create a party atmosphere, £80 start money is on offer for the Castle Combe races for those who race at Brands Hatch as well.

#### BH to CC Mini Cavalcade

On Sunday there is a cavalcade of Mini's planned, which will set off from Kent and head towards Wiltshire. Set off times to be advised but we would ask all club members to take part in the convoy down to Castle Combe.

#### No Testing at Brands Hatch

Due to the tight timetable the club has been informed that there wont be a test session available at Brands Hatch.

### Search for Motorsport Journalist

In the last newsletter, and in the Motorsport press, the Mini 7 Racing Club offered the chance for someone to try their hand at motorsport journalism and gain some experience reporting for this newsletter and for the Mini 7 website. The successful person would receive media access at all of the meetings this season and would also receive guidance from Jeff Carter, the PR manager at Motion-Works who himself has in the past reported on Mini Se7en and Mini Miglia races fro Autosport, Motorsport News, Mini World and Mini Magazine.

Two candidates came forward, both of whom are members of the club and understand the nuances of our brand of racing. They both reported on the races at Snetterton and you can see the results of their endeavours on page 2 and page 3.

Samantha Berringer will cover the Mini Miglia races in 2006, with Peter Gudgin covering the Mini Se7ens this season.

Jeff Carter said: "Both Sam and Peter did a great job at Snetterton. The basic reporting skills is there and while the copy was a little rough around the edges, they both conveyed the excitement of the two opening races of the 2006 season. I would ask every racing member to support them in their reporting by giving quotes and supply stories for them at each of the rounds in 2006."



## Regulation Corner

### SAFETY EQUIPMENT – KNOW THE REGS AND AVOID PROBLEMS

A brief Reminder on Safety Equipment after the problems at Snetterton. If these things are not right then competitors will not be allowed to race as they will not pass scrutineering!

#### SAFETY HARNESS

Belt regulation is in section J 20.14.2 in the Blue book. It is recommended for 2005 and mandatory from 1/1/2006 that the safety harness is currently FIA Homologated Be careful when buying new belts that they have the date on all the straps and that they have five years life left when new . I would advise purchasing them from a seat belt manufacture (address in back of Blue Book)

#### EXTINGUISHERS

Check the date of expiry on extinguishers.

For Spa you will need to read section Q 9.1 in the Blue Book (MSA) For international use overalls must comply with FIA 8856-200 (FIA 1986 standard is not acceptable with effect from 1.1.2005)

#### HELMETS

Also check the helmet regs in section Q 10.3.1 (Blue Book)

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### SPONSORS DECALS – Projecting the Right Image

Those of you who attended Snetterton were reminded by Owen of the importance to our sponsors of correct decals and the positive image we create when our cars are presented appropriately with the right decals and driver names in a consistent manner in line with the regulations which are below for your review.

At a rough guess, nearly 50% of the cars at Snetterton were using the wrong font / font size or colours for driver names.

Clearly the compliance of stickers was much worse given the poor availability of stickers. This will be corrected prior to Brands Hatch.

As Owen reminded everyone, it is YOUR responsibility as a driver to ensure adherence to the rules as stated in TR 5.17, failure to do so could result in lost championship points.

Ralph Saunders will be the contact person on stickers. Alan Jackson can help provide guidance on the driver name fonts.

To help everyone understand the regulations the relevant paragraphs have been copied from the Blue book and are available on the next page. Please read and digest.



## SPONSORS DECALS – Projecting the Right Image

### TR.5.17 NUMBERS & CHAMPIONSHIP IDENTIFICATION

- 5.17.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and races;
- 5.17.2 Note the particular requirements of SR.6.2
- 5.17.3 Two sponsors number panels and windscreen headers as supplied and unaltered. The door panels must be placed squarely on the doors and no further back than the front edge of the door handles. The appropriate windscreen header for the class must be fitted to the top of the front screen.  
Competitors are reminded that forward facing competition numbers must be carried in accordance with MSA Regulations

### 5.17.4 The following sponsors? decals must also be carried on each car (see 5.17.4.8 defining the ?side of the car?);

- 5.17.4.1 One Dunlop decal on each side of the car, in addition to the Sponsors number panels and windscreen headers
- 5.17.4.2 One British Motor Heritage decal on each side of the car, not on the doors
- 5.17.4.3 Spax (see 6.2.2.2);
- Mini Se7en and Mini Seven S-Class;  
One sticker to be placed on each of the front wings.  
The top of the sticker to be below the horizontal line drawn from the top of the headlamp.  
This line plus the verticals of the front wheel rim to create sticker boundaries  
Stickers sizes to be 190mm x 110mm
  - Mini Miglia S-Class and Mini Miglia;  
One sticker to be placed on each of the front wheel arches. Top of sticker to be below the horizontal line drawn from the wing / front valance seam, under the headlamp. Sticker sizes to be 120mm x 70mm
- 5.17.4.4 One Mini World decal each side of the car, not on the doors
- 5.17.4.5 One Corgi Worded decal and one Corgi Dog decal on each side of the car, not on the doors
- 5.17.4.6 One Piper decal on each side of the car, not on the doors
- 5.17.4.7 One Racecar.com decal on each side of the car, not on the doors
- 5.17.4.8 The ?side of the car? is defined as follows;  
All areas of the rear quarter, A-panel and door above the sill flange (Line A). Plus the area of the front wing below the projection of the bodyline described by Line B, the area of the roof described by Line C and the area of the rear panel described by Line D.  
Note: Even though the side of the car includes the door area, some decals are not permitted on the door.
- 5.17.5 Drivers names:**
- Mini Se7en and Mini Miglia;  
Surname only must appear on each rear quarter light windows, letters in white without background in Helvetica Bold typeface, upper and lower case (i.e. Mini not MINI). The maximum height for the uppercase letter is 100mm. The letters should be fitted 30mm from the lower edge of the window
  - Mini Se7en S-Class and Mini Miglia S-Class;  
The same requirements as for TR5.17.5 i) apply, except the letters are Fluorescent Orange, Pantone reference: 804C2X
  - Where two Drivers alternate in the same car, the appropriate names may appear on a Perspex panel which must be securely fitted to the inside of the rear quarter light windows of the car. Names must not be defaced with tape etc.
  - Christian names will only be approved by the Challenge organisers in cases where more than one Driver with the same Surname registers for the Challenges.
- 5.17.6 Mini Seven Racing Club has the right to refuse to accept any livery and order repainting if the required standards are not met

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## And Finally.....

### New Mini 7 Racing Club website

The new club website is now up and running and is already receiving some good feedback from members and non members alike.

If you haven't seen the new site yet log onto [www.mini7.co.uk](http://www.mini7.co.uk) and register as a M7RC member to access the members only areas of the site.

### Dunlop Tyre Discount

The next meeting at Brands Hatch/ Castle Combe on the May Bank Holiday weekend will be the last chance for members to take advantage of the Dunlop tyre discount.

DON'T MISS OUT!

### Entries for Spa Francorchamps – June 2<sup>nd</sup>/4<sup>th</sup>

To date the 22 racing entries have been received for the trip to Spa, evenly split between Se7ens and Miglias. We need more entries for this prestigious race and if you want to race at one of the best circuits in the world please contact Sharon Smith as soon as you can.

### WE NEED YOUR NEWS

If you have a story you want to share with the rest of the club, like you've got a new sponsor, or you're taking part in a non Mini 7 race, or something special has happened for you and your family, then contact Jeff Carter to have it included in the next newsletter.

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## 2006 Racing Calendar

Round 1	April 1 <sup>st</sup> & 2 <sup>nd</sup>	Snetterton	Dunlop Great & British Festival
Rounds 2 & 3	April 29 <sup>th</sup> , 30 <sup>th</sup> May 1 <sup>st</sup>	Brands Hatch Castle Combe	Bank Holiday Bumper weekend
Rounds 4 & 5	June 2 <sup>nd</sup> – 4 <sup>th</sup>	Spa, Belgium	Spa Euro Race
Round 6	June 23 <sup>rd</sup> – 25 <sup>th</sup>	Silverstone International	MGCC Festival
Round 7 & 8	July 16 <sup>th</sup>	Brands Hatch	40 <sup>th</sup> Anniversary & 'O' Plate
Round 9	Sept 9 <sup>th</sup> & 10 <sup>th</sup>	Croft	Dunlop Great & British Festival
Rounds 10 & 11	Oct 7 <sup>th</sup> & 8 <sup>th</sup>	Rockingham	Thunder Sunday
Round 12	Oct 21 <sup>st</sup> & 22 <sup>nd</sup>	Donington Park	Dunlop Great & British Festival

**Thunder Sunday update** – There have been a lot of rumours surrounding the SCSA Stock Car Series at Rockingham. On Monday 3<sup>rd</sup> April the SCSA teams committed to running a minimum of 10 cars at Rockingham this year. Waltham Services, the promoters for Thunder Sunday events have said that all the Thunder Sunday events will run in 2006 with or without SCSA, but they are keen to see Stock Cars as part of the racing package. For more information on the October event visit [www.rockinghamthundersundays.com](http://www.rockinghamthundersundays.com)