

**Next Event: Round 3,
Knockhill - 25th April**



2010 MDA Edwardes Bros Minicross Championship

- Round 1 Sat 6th March Lydden Hill
- Round 2 Mon 5th April Lydden Hill
- Round 3 Sun 25th April Knockhill
 - Round 4 Sun 9th May Blyton
 - Round 5 Sat 12th June Blyton*
- Round 6 Sun 8th Aug Mallory Park
- Round 7 Mon 30th Aug Lydden Hill
- Round 8 Sun 12th Sept Mallory Park
 - Round 9 Sun 10th Oct Pembrey

* Denotes Day/Night Race

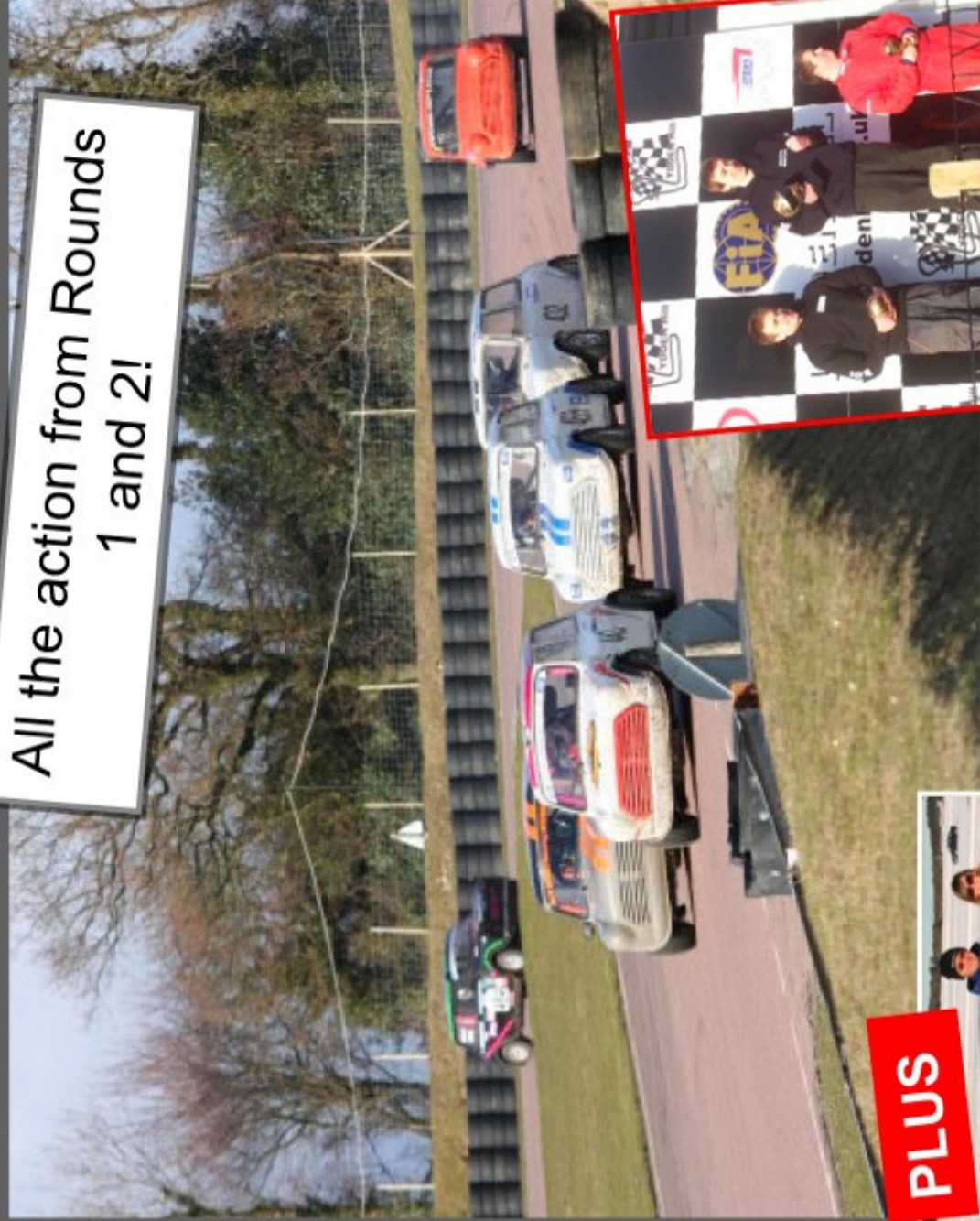
The MDA Magazine

Issue 1: April 2010

Minicross TALK

www.mini-cross.co.uk

All the action from Rounds
1 and 2!



PLUS



Sweden 2010

**Ice Driving in
Sweden**

TECH FEATURE

**Helmet Standards
what you need to
know..**

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Magazine

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Disclaimer

Minicross Talk is published by George Edwardes
 Minicross Talk is always looking for stories and news articles from readers, If there is anything that you would like included in the magazine, please contact George at the details above

Next Issue out: June 2010

CONTACT

NEWS
 THE DUMMY GRID

Rally

Mini to return to WRC in 2011

Prodrive to run BMW Mini team with new model

Mini is rumored to make a surprise return to the WRC in 2011 with Prodrive, the team left at the sidelines when Subaru withdrew from the WRC at the end of 2008. The base for the WRC machine is thought to be the new Mini Crossover which will be released during 2010, sporting the 1.6 turbo engine that will become the norm in the WRC from 2011. Initial work is supposedly well under way at the Banbury base while the team still wait for the final car to be released, ready for initial tests this



summer. The Mini Crossover is the brand's first four wheel drive car featuring both a taller and wider body than the standard One to fulfill the off road approach. The WRC machine will feature

BMW's first 4-cylinder turbocharged 1.6-litre engine. With the new WRC rules beginning in 2011, more manufacturers are expected to join the series with their 1.6 cars.

MiniX

The MDA have invited all BTRDA Rallycross drivers to the Minicross "British Week" event in Valkenswaard on the 18th July. This event falls after the traditional round at Maasmechalen in Belgium on the 11th July, which this year is also a points scoring round for the BRC championship. This will hopefully ensure a large British representation at both the events.

For MDA members, both these events are free to enter and non points scoring.

- For more information on these events please head to the MDA website.

RallyX

For the first time since the early 1990's, Rallycross will reappear on terrestrial TV as 4, hourly programs for Channel 4. The Channel 4 deal is based on a plan to cover the eight-event British championship in four programmes, the first of which is scheduled to review rounds 1 and 2

This coverage will coincide with the MotorsTV programs that will cover each round separately alongside the three live events (Round 2, 5, and 7) that the channel will broadcast.

- No schedule has yet been released for the Channel 4 programs.

Minicross returns to Lydden

- Edwardes Brothers storm the podium in close final



March 6th 2010, RD 1/9
Lydden Hill (Kent)

→ Winner: George Edwardes
→ Pole: Ben Clark

Great racing throughout the day
welcomed in the 2010 season

The 2010 MDA Edwardes Brothers championship kicked off in traditional style with a closely fought final, which at one point could have been won by any of the top 4 drivers.

The day began with Ben Clark setting a blistering pace in the timed practice, with a time that was up to a second faster than his closest rivals. The timed practice brought to the event a new format for 2010, which follows closely to the European style of Rallycross, this being; a practice, timed practice and then heats of up to 5 cars lining up alongside each other on the grid. The starting lights also followed

the European style with one signal flash to denote the start, this proved to catch many a driver out during the days racing.

Ben Clark built on his impressive start to take the fastest time in Heat 1 however it was the second race of Heat 1 that provided the real action that saw Sam O'Flanagan's car launch over the grass going into Chessons, causing her to take off over the bumps. Although she did manage to finish the race, the car suffered a bent steering arm whilst not to mention the pain of the heavy landing that continued to hamper her throughout the day. Heat

2 continued in very much the same fashion although it was now George Edwardes taking the fastest time. Both Kelly Bird and Keifer Hudson made impressive debuts in the Minicross class, showing strong finishes in all the heats however the loss of 4th gear meant that Keifer's day was brought to a premature end by the 3rd Heat.

Ben Clark continued his impressive showing with the fastest time once again in Heat 3, this was closely followed by Tom Edwardes who returned to the series after a years break. The car performed impressively



At the hair pin, both Clark and George gained positions meaning that after the first lap Ben lead, followed closely

seeing as the engine was completely rebuilt and only put back into the car the night before the event.

The stage had been set for an thrilling A final with it being the first time the crowd witnessed a full 8 car grid. Kris Hudson lead into the first corner from 3rd on the grid as the pack followed in close pursuit. George Edwardes' bad start saw him fall from 2nd on the grid to 4th whilst Tom Edwardes, Ben Clark and Richard Wakeling all made impressive starts off the grid

As the pack raced through Devils elbow and up Hairy Hell, O'Flanagan's late braking attempt on the car of Wakeling ending in her taking a brief trip in and out of the gravel trap at the elbow losing a place to the charging Kelly Bird.

by George who pasted Kris Hudson going into the bottom of Hairy Hill.

Over the next 3 laps the lead of the race swapped between the 2 drivers multiply times providing excellent action for the spectators. Further down the order, positions continued to jostle with Tom Edwardes finding a way past Richard Wakeling down into Devils Elbow, causing Richard to brake late in an effort to defend his position. This action caused the car to run wide, skimming across the gravel trap. Positions maintained stable throughout lap 3 however this proved to be the lull before the storm that was lap 4. On the run down Hairy Hill, George grabbed the inside line onto the loose gaining the lead of the race

Report Round 1 - Lydden

from Ben who locked up under braking.

Edwardes then backed the trailing 3 cars up into Chessons, creating a run for the line in which any of the top 4 drivers could of gained the win. Tom Edwardes move around the outside of Clark moving himself up into 2nd whilst Hudson made his own attack down the inside forcing the once leader now down into 4th. The first 4 cars finished within 1 second of each other on the line creating a thrilling final corner sight for the enthralled audience. The Edwardes brother's 1-2 brought a great boost to the team whilst Kris's 3rd showed that the 2009 Champion has his eye firmly on back to back Minicross championships.



MINICROSS - A FINAL

POS	NO.	DRIVER	LAPS	TOTAL TIME	DIFF	BEST TIME	In Lap
1	459	George Edwardes (GB)	4	04:05.771		54.926	3
2	432	Thomas Edwardes (GB)	4	04:06.032	0.261	53.369	2
3	442	Kris Hudson (GB)	4	04:06.376	0.605	54.856	2
4	489	Ben Clark (GB)	4	04:06.643	0.872	54.812	3
5	469	Richard Wakeling (GB)	4	04:11.308	5.537	55.104	2
6	464	Kelly Bird (GB)	4	04:24.901	19.13	58.597	4
7	488	Samantha O'Flanagan (GB)	4	04:24.924	19.153	58.444	4

DNF 453 Keifer Hudson (GB)

Gearbox

Minicross Goes Live

-George Edwardes makes it two from two in live TV final



April 4th/5th 2010, RD 2/9
Lydden (Kent)

→ Winner: George Edwardes
→ Pole: Tom Edwardes

Close fight between Wakeling
and Hudson highlight of the final

George Edwardes took his second outright victory of the season at a packed Lydden Hill. Round 2 of the championship took place over the Sunday and Monday of the Bank Holiday weekend. This event was not only the first round of the British Championship but also featured the Belgium Championship, this therefore meant that the paddock was even more crowded than normal as more than 125 cars featured in the event.

For us Minicrossers, the majority of the Sunday was taken up by official checks, a single practice and the start of the heats.

Heat 1 saw the Edwardes duo start where they had left off after Round 1 with George leading Tom across the line to take the victory. Kris Hudson came in a close 3rd with the returning John Thacker following in 4th. This was the first race back for John of the 2010 season in which he debuted his new car based on a shell used by Andrew Jordan in his Junior Minicross days. Heat 1 also saw a small start line coming together between Wakeling, Bird and Ben Clark, however Heat 1

would be the last appearance for Ben as a terminal engine problem put him out for the rest of the weekend.

Heat 2 began early on the Monday morning as the Sun started to make its first appearance of the weekend (although the strong winds made sure to remind us that summer had yet to start). Thacker took victory in Heat 2



in a thrilling race. George and Tom completed the top 3 in front of Kris Hudson, Richard Wakeling and Keifer Hudson. The battles between the top 6 proved extremely exciting with multiple position changes throughout the race.

Heat 3 would prove to be one of the closest races of the day with the top 5 being separated by just over 1 second across the line. Tom Edwardes took his first heat win of the day in front of a strong showing by Richard who managed to hold off the two cars of Thacker and Kris Hudson to claim second. Heat 3 also saw furious overtaking with the three cars of George, Kelly and Keifer going

3 - wide down into Paddock Bend. A small spin for Kelly as an outcome of this move caused her to collect Sam, causing a broken left steering arm. Keith Dolton who was driving the MDA hire car for the event,

managed to stop in time to avoid this accident. Dolton who was a newcomer to rallycross, put in impressive performances throughout the day in a less developed car to the others

The pace had been relentless throughout the days racing and thus expectations were high for an equally exciting final. Although us Minicrossers were not meant to be featured on the live broadcaster, some clever timing and the use of Paul Birds impressive use of persuasion, our final was



able to be slotted into a gap in the coverage. The scene had been set however before the lights had even gone out, one car had been lost from the grid. Tom who had been sitting on pole, developed a puncture

Report

Round 2 - Lydden

which saw him having to return to the paddock.

As the lights went out, all were able to make a clean start with George leading the rest of the field through the first corner. A small mistake from Keifer saw him careering side ways into a tyre bale at Chessons. Although the hit caused significant damage to the passenger side, he was able to carry on.

George was then able to give the slip to the rest of the pack whilst Thacker was able to maintain a solid second place throughout the race. The battle of the final had to be for third place as class veteran Richard was able to hold off Kris for the 4 laps. Dolton finished his impressive debut weekend in fifth place in front of a slow Keifer who once again suffered from gearbox related issues. Kelly came in seventh with Sam stopping on lap 3 due to ongoing engine problems.

MINICROSS - A FINAL

POS	NO.	DRIVER	LAPS	TOTAL TIME	DIFF	BEST TIME	In Lap
1	459	George Edwardes (GB)	4	03:53.923		52.185	1
2	491	John Thacker (GB)	4	03:56.068	2.124	52.775	4
3	469	Richard Wakeling (GB)	4	03:58.235	4.311	53.171	4
4	442	Kris Hudson (GB)	4	03:59.016	5.092	53.201	4
5	450	Keith Dolton (GB)	4	04:15.312	21.388	56.135	4
6	453	Kiefer Hudson (GB)	4	04:18.960	25.036	54.236	2
7	464	Kelly Bird (GB)	4	04:41.044	47.121	57.173	2

DNF 488 Samantha O'Flanagan (GB)
DNS 432 Thomas Edwardes (GB)
DNQ 489 Ben Clark (GB)

Engine
Puncture
Engine

Points



2010 MDA EDWARDES BROS MINICROSS CHAMPIONSHIP

POS	NO.	DRIVER	1	2	3	4	5	6	7	8	DR	9	TOTAL
1	459	George Edwardes (GB)	30	30									60
2	443	Kris Hudson (GB)	25	23									48
3	469	Richard Wakeling (GB)	21	25									46
4	432	Thomas Edwardes (GB)	27	16									43
5	464	Kelly Bird (GB)	19	18									37
6	453	Keifer Hudson (GB)	17	19									36
7	488	Samantha O'Flanagan (GB)	18	17									35
8	491	John Thacker (GB)	0	27									27
9	489	Ben Clark (GB)	25	0									25
10	450	Keith Dolton (GB)	0	21									21

Technical Feature

Helmet Standards



From the 1st of January 2010, the BS6658-88 Type A helmets will no longer be allowed in MSA events. This is followed by all SNELL SA2000 helmets at the end of 2011. Anyone using these helmets will have to replace them with a acceptable helmet of the following standard:

International/MSA events 2011 onwards

- FIA 8860-2004
- Snell SA2005
- SF1 31.A
- SF1 31.2A

As many competitors know, buying a helmet tends to be the most expensive part of their kit, with endless choice in size, make, model and most importantly, price.

The highest of all in the world of helmets is the FIA 8860-2004. This helmet was originally designed for Formula 1 and features a 100% carbon fiber construction, making it 25% stronger than any other type of helmet available while being extremely light.

However, if you plan to buy this standard of helmet, you will be looking at a cost of up to £3000 and that's before adding in the cost of a HANs device.

With cheaper helmets come cheaper materials used during the manufacture process. Most of the Snell SA2005 helmets feature a mainly fiberglass webbing. To deliver an equal standard of head protection to the

FIA 8860-2004 type helmets, more layers of fiberglass are need, therefore increasing the overall weight of the helmet.

However, as club competitors the Snell SA2005 helmets are most likely the type of helmet that you will have or will look at. With a price tag of around £300 - £500 they offer the best protection for the most sensible price tag.

Whilst choosing a helmet, it is important not to underestimate the weight of a helmet. Although a helmet's weight may seem light while trying it on in a shop or when sitting in the car, this will change whilst on the track, mainly in the event of a crash.

Although a minicross car may not pull the same g-forces through the corners as a F1 car would (depending on who's driving of course...), in all disciplines the weight of the helmet will be exaggerated during turning and braking, increasing the strain on the neck. This is also proven again during a crash where the weight of your helmet can affect the injuries inflicted to the neck and spine.

Therefore when it comes to buying a helmet, its worth buying the best that you can afford.

DRIVING ON THIN ICE...

Minicrossers travel to Sweden to gain some valuable training.



The thought of driving around a frozen lake, with only a meter separating yourself from a watery grave isn't one to set your mind at ease. However after less than half a day pounding round the slippery surface, it soon escapes your mind.

Myself, along with my Dad in full tow, were invited by Richard and Shelley Wakeling to sample the experience that is "Ice Drive Sweden", during the height of February. The brainchild of former Rallycross and Rally Champion Pat Flynn who I'm sure you all know of. The formula is pretty simple: one car, an enormous frozen lake with multiple tracks, and about

as much time on it as you like (there's not much more fun to be had then storming round a frozen lake in pitch darkness I have to say!!).

Firstly the car, a brand new VW Golf which was "kindly" lent to us by the hire company to rack around the lake for 2 days. We've yet to get the bill though for the damage caused to it, although I think we

covered it up pretty well!! After a long journey of 6 hours on some very picturesque roads we arrived at the lake where after settling

in, we all grabbed a early night to be up and ready for a full day on the lake.

The Saturday featured a beautiful clear sky with relatively warm temperatures for Sweden. After a quick briefing we were off on to the lake, taking turns to accustom ourselves to the car which now featured some mild electrical modifications



thanks to Richard handy skills, a downside being that every 2 seconds one alarm would sound, quickly followed by another as the ECU speedily descended into meltdown.

The Saturday saw the four of us begin to adapt to how to drive a front wheel drive car on ice and it was not long until all of us were beginning to get the backside out through the corners. The key element that was present when driving on ice was patience. Pat had told us this in the morning brief, however it was not until experiencing this on the ice that you began to see how important it was. Powering on too early and the car would understeer into a snow bank, to late and your losing both speed and time. It soon became obvious how this could be applied to the world of minicross.

The day saw more than a few "mistakes" (yours

truly at the hand of some of the biggest..) caused by over exuberant driving leading to the car becoming beached in the snow banks. We really should of packed a shovel as the amount of times all of us began to dig the car out of the snow with our hands was endless. However someone would come along with a tow rope to help us out of that partially sticky situation soon enough.

The Saturday night before returning to the warmth of the cabin saw a final few runs around the outer, faster track before moving into the oval to improve on car control with tuition from Pat and Conor helping guide us even more. As ever with minicrossers this got out of hand and it was not long before we started to face backwards more often than forwards whilst trying to replicate *Trophy Andros races*.



Ice Driving Sweden 2010

Once again we awoke to another beautiful Swedish day with clear blue skies bathing the lake in sunlight. The Sunday was practically warm (even for Sweden!!) with temperatures around 0 degrees. Thus meaning many of us were strolling around in t-shirts and jeans, something that I wasn't expecting to do in Sweden during one of its coldest periods.

This also caused the lake to start to melt in certain areas which didn't help the nerves in any sense of the word.

The Sunday saw much of the same although as all of us became more confident with the car, we were able to circulate much quicker. After lunch Pat decided to organize a small "Rally Stage", utilizing all three loops on the lake, interlinked by service roads usually used to swap over drivers. After a quick go at writing pace notes we were off, driving the makeshift stage in the setting sun, lights fully ablaze. After all four of us had run the stage, it was the old maestro Richard who set the pace in the 2wd category. Determined to beat that blistering pace, I set out again with Shelley calling the notes, allowing me to drive as fast as I could, cutting the corners and a bit more to say the

least... This enabled me to be only equal fastest to Richard, showing that he can certainly show us younger drivers a thing or two on the track!!

One of the biggest things you begin to realize whilst driving on the lake is where the grip is or more so where it isn't on the track. The ice line, being the typical racing line was the fastest through the corners though only if you had the braking, steering in, patience and power bit right. If you had this bit messed up, you can

wave goodbye to a fast lap. However, throughout the days racing, snow begins to be brushed onto the ice on the insides on corners, increasing the grip available to you, therefore allowing you to go through the corner at a higher velocity whilst in more control (although this isn't always as fun..). Once again this can be applied to rallycross in more ways then you may think making you search for the more grippier areas on the loose which may not always be in the most obvious places.

Ice Driving Sweden 2010

As ever, before you knew it the 2 and half days were up and the 4 of us were soon trundling back on the 6 hour journey to the airport in the same vehicle not an hour or two earlier was blasting around a frozen lake.

Thanks has to go out to Pat and his team at Ice Drive Sweden for giving us a trip that will not be forgotten giving us all masses of enjoyment alongside skills that are invaluable to us as drives. Hopefully next year we may turn up with a mini or two to give the track a true MiniX treatment.

For more details head to IcedriveSweden.com



Track Guide New for 2010

The 2010 seasons sees MiniX visit new territory

Knockhill will return to the world of Rallycross for the first time since 2007 when it will host **Round 3** of the championship on 25th of April. The circuit is based close to Dunfermline, Fife, meaning it will be long track for many of the drivers.

The rallycross track features long fast straights followed by tight bends with the most impressive featuring being the drop down the hill after the first corner. A good top speed is essential at Knockhill for the long drag up the Start/Finish straight where positions will be won or lost. Although each corner



can provide the perfect place to overtake the competition, the main place will be the tight right hander going onto the loose at turn 2. If you are brave going through the drop you will be able to slip up the inside of

the car in front, though making sure you have good speed going onto the long loose section could be tricky.

For more info go to the MDA/British Rallycross website and www.knockhill.com



Mallory Park, based in Leicestershire is one of the oldest tracks in the UK and through its history has featured many greats such as Stirling Moss and John Surtees. Rallycross returned to Mallory in 2009 and will host **Round 6** and

8 of the this years championship. The rallycross track features the same long, fast flowing corners as the circuit racing track, similar in style to Blyton, therefore once again a high top speed will be necessary for a good lap. The best places for

overtaking will be along both the loose and tarmac straights however the heavily bumpy and rutted loose section will make this difficult to say the least. Braking for the 2nd corner onto the loose could also produce some overtaking as drivers will be braking hard after the fast right hand bend. Expect many drivers to lock up going onto the loose as they push more and more to find the ultimate lap.

More info can be found at the MDA/British Rallycross website and www.mallorypark.co.uk

Sam O'Flanagan's



Valkenswaard 1996: not much has changed in 14 years to the basics of the car



Minicross Talks first look back into the archives comes thanks to Sam O'Flanagan who has had one of the longest MiniX careers in the clubs history. These pictures over the 2 pages document her time in the sport from 1994 - 1996

Minicross Gold



The 1990's still saw a large amount of the MiniX races taking part in Grass Track events



Holland 1995



These pictures show the gradual transition that MiniX has taken through the years. Gone have the grass tracks which used to be the mainstay of the calendar, for purpose build rallycross tracks which began to make a appearance during the 1990's.

Going door handle to door handle at Toolshunt Darcy in 95'



However the spirit of MiniX seems to have maintain ever since the first meeting in the late 1970's with close racing, packed grids and keen camaraderie seeming to be the keg to success. Thanks to Sam O'Flanagan for allowing use of these photos