

MINI-CROSS TALK



Circuits

Rallycross Tracks
from the Past

US RallyX

What it Means
to us



Damage Galore in Scotland..

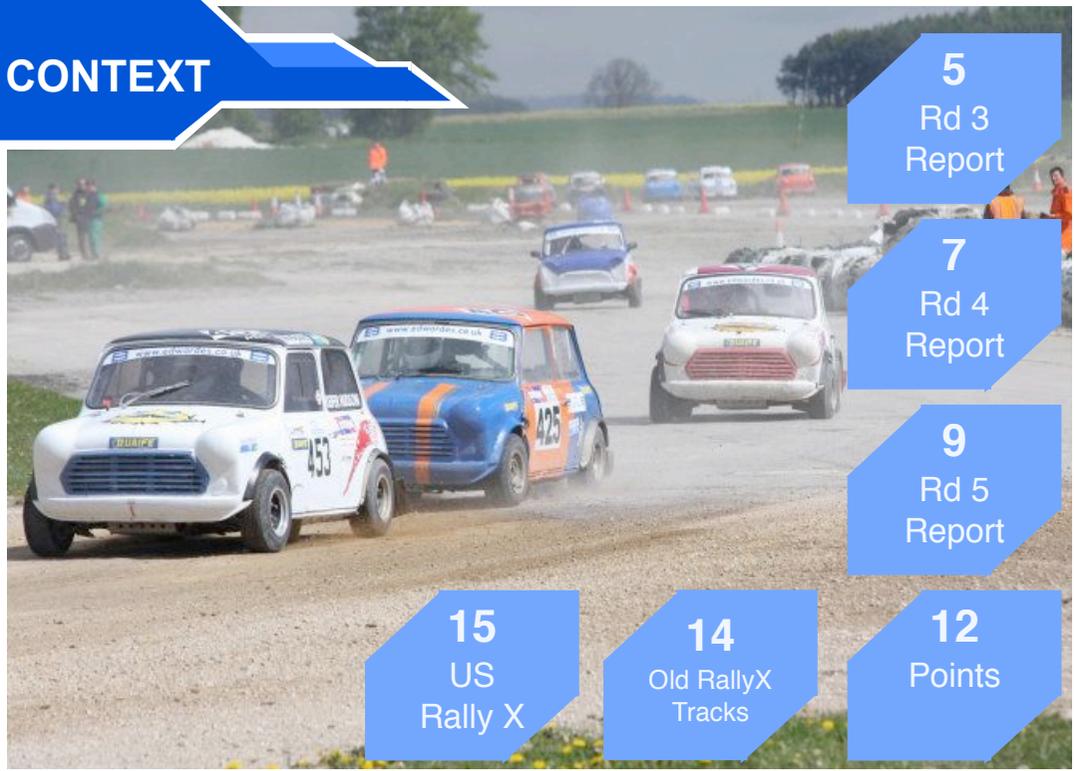
Round 3 at Knockhill saw some of the worst accidents of the season so far. Heat 2 saw a dramatic barrel roll by George Edwardes, causing heavy damage that put him out for the rest of the event.

Even the day's A Final winner, Kris Hudson, wasn't immune from damage. Whilst driving back through the paddock from winning the final, Kris hit a massive pot hole causing heavy damage to his rear sub-frame.

Much of the damage throughout the day could be blamed upon the heavy bumps and crests that had formed on the gravel section. This problem was then compounded when heavy rain arrived, causing aquaplaning and puddles to form on the track.



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Magazine

Editor
George Edwardes - 01634 261677
georgeedwardes@msn.com
Photographer
Mark O'Flanagan
membership@mini-cross.co.uk

Info

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: July 2010

Champion's Return

- Kris Hudson takes his first win of the year



April 25th 2010, RD 3/9
Knockhill (Fife)

→ Winner: kris Hudson
→ Pole: Ben Clark

Changeable weather conditions
spiced up the racing

Kris Hudson took his first victory of the 2010 season at a wet and challenging Knockhill circuit. The 2009 champion stormed away from the rest of the field to take the lead in the championship with his sights firmly set on retaining his crown.

Although most of the UK enjoyed the start of

summer, Sunday brought heavy rain to Knockhill which persisted throughout the day.

The morning practice session was the first opportunity for the drivers to experience the track in all its glory with many having very "close" moments going into turn 1 as they ran wide onto the greasy run off curb,

Wakeling saw Richard spinning off into the tire wall causing damage to the radiator and bonnet. Tom Edwardes also didn't complete Heat 1 after catching a cone on the exit of the last corner leading onto the finish straight.

Tom came back fighting in Heat 2 however by claiming the fastest time in front of Kris Hudson. Heat 2 also saw George Edwardes roll out of the event after one of the many bumps throughout the loose section caused him to loss control of the car at high speed and roll over the banking.

One area that saw many Minicrossers

caught out throughout the day was the last two corners leading onto the start/finish straight. The two 90 degree corners saw many drivers take a trip across the grass run-off as they locked up under braking on the wet and slippery track.

Ben Clark once again took the fastest time in Heat 3 on his way to taking pole position for the final. Kris Hudson claimed the second fastest time in what was shaping up to be a thrilling final.

Knockhill witnessed the return of Mark Griffin and Ian Clark to the Minicross grid after missing the first to rounds at Lydden Hill. Mark continued to show that he was still a championship contender with two top 5 fastest times during the day. Ian, true to form, lived up to his title as the "Entertainer" of the group with several hairy moments going into the last corner seeing him bounce along the rutted grass.

With the heats completed

it was once again onto the final which was set to be an exciting race. A brief gap in the rain allowed some relief to the drivers however the relentless weather throughout the days racing had caused large puddles to form on both the loose and tarmac sections of the track.

As the lights went out, John Thacker took an early lead going into the drop, however this was not to last long as the car spun on the wet tarmac leaving him in the tyre wall. Ben Clark was then able to assume the lead, closely followed by Kris and Kiefer.

Going into lap 2, Ben ran wide going into turn 1, leaving the door open for Kris to slide through and take command of the race.

Ian also found himself a victim of the tricky conditions as an accident on lap 2 would prove to be the end of his final. As the race

continued, more battles raged throughout the field. A three way tussle between Kelly, Tom and Sam for sixth position proved entertaining to watch. The final saw one of the closest finishes of the year as a now charging Tom had a last lap drag race to the line with Mark. It was Mark who came out the victor of this battle with just 0.04 separating the two.

Kris maintained his lead over Ben for the remaining laps and extended his lead to just under 3 seconds by the end of the race. Kiefer rounded out the podium positions with his highest finish of 2010 season after two tough results from the two races at Lydden Hill.



Going into Heat 1, Ben Clark showed that he still was the driver to watch with the fastest time. A start line collision between Ben, Ian Clark and Richard

MINICROSS - A FINAL

POS	NO.	DRIVER	LAPS	TOTAL TIME	DIFF	BEST TIME	In Lap
1	443	Kris Hudson (GB)	4	03:52.312		56.281	3
2	489	Ben Clark (GB)	4	03:55.045	2.733	56.711	4
3	453	Kiefer Hudson (GB)	4	04:00.011	7.699	55.305	3
4	469	Richard Wakeling (GB)	4	04:02.403	10.091	58.732	3
5	425	Mark Griffin (GB)	4	04:08.862	16.551	58.772	3
6	432	Tom Edwardes (GB)	4	04:08.908	16.597	56.445	4
7	488	Samantha O'Flanagan (GB)	4	04:16.047	23.735	01:01.0	4
8	464	Kelly Bird (GB)	4	04:37.258	44.943	01:06.0	2
DNF	485	Ian Clark (GB)			Accident		
DNF	491	John Thacker (GB)			Spin		
DNQ	459	George Edwardes (GB)			Accident		

Ben Takes the Hat Trick

- Clark sets the pace to take his 1st win of 2010



May 9th 2010, RD 4/9
Blyton (Lincolnshire)

→ Winner: Ben Clark
→ Pole: Ben Clark

Blyton returns to the series,
alongside the good weather

Ben Clark took his first win of the 2010 season in a dominate fashion to take victory at the Blyton Track. The victory puts Ben thoroughly back into the title hunt, with 5 points separating the top three drivers going into the half way stage of the championship.

Ben started the day taking the fastest time of Heat 1 in front of the Edwardes brothers with a convincing heat win, which demonstrated to everyone that he would be the man to beat throughout the day.

David Bell was a welcomed addition to the grid after missing the first 3 races of the year alongside

Malcolm Dickenson who made his first appearance in the class after spending the last few years preparing his car.

Heat 2 went the way of Tom Edwardes who closely held off Ben in a thrilling race. Kris Hudson posted the third fastest time even though he had been suffering from air filter issues that had resulted from dust blocking up his filter and therefore reducing engine power. It was Kris' younger brother Keifer who would be the first casualty of the day with his second engine

failure of the season leaving him out of the days racing at the end of the second heats.

George took the fastest time in Heat 3 again in front of Ben. Mark Griffin continued to post competitive times in all of the heats securing him a good grid position for the A final. With the Minicross class once again producing bumper entries, a B Final



was necessary to thin the grid down before the A-Final commenced. It was to be a two horse race however as Malcolm Dickenson had to retire at the end of Heat 3 with a blown engine.

It was to be one of the best races of the day as Kelly and Sam went head to head over the five lap final. Kelly was able to take an early lead as the lights went out which she held for the remaining laps. Sam fought gallantry as the two female minicross drivers showed that they could fight just as hard as the boys on the track. The signs of a failing engine began to slow the charge

as Kelly was able to pull out a 0.4 second advantage as they crossed the line.

Kelly was then able to take up her place at the back of the A Final

grid for what would be a great 5 laps of racing. As the lights went out Tom took an early lead into the first corner whilst Ben was able to slip up the inside of George going through the chicane.

Ben then was able to pass Tom as the pack moved onto the back straights. The leading two drivers were then able to pull away from trailing pack throughout the race.

The battle for fourth place however continued to provide close racing as lap

Mark, David and Richard jostled for position. Richard would be the fourth casualty of the day as a result of engine problems. A hole in the sump resulted in the engine seizing up as he went into the last corner.

Tom was able to keep Ben on his toes as the pair crossed the line. George was the last of the podium finishes with a 4.0 second deficit on the leaders. Kris held off Mark to maintain his record of finishing within the top four at every event of the year so far.



MINICROSS - A FINAL

POS	NO.	DRIVER	LAPS	TOTAL TIME	DIFF	BEST TIME	In Lap
1	489	Ben Clark (GB)	5	03:32.104		41.434	4
2	432	Thomas Edwardes (GB)	5	03:33.843	1.739	41.594	3
3	459	George Edwardes (GB)	5	03:36.126	4.022	41.847	3
4	442	Kris Hudson (GB)	5	03:83.951	6.847	42.323	4
5	425	Mark Griffin	5	03:39.166	7.062	41.772	4
6	493	David Bell (GB)	5	03:47.004	14.911	43.643	5
7	464	Kelly Bird (GB)	5	03:57.531	25.421	44.141	2

DNF 469 Richard Wakeling (GB) Engine

MINICROSS - B FINAL

POS	NO.	DRIVER	LAPS	TOTAL TIME	DIFF	BEST TIME	In Lap
1	464	Kelly Bird (GB)	5	03:53.859		46.179	5
2	488	Samantha O'Flanagan (GB)	5	03:54.281	0.422	46.006	4

DNS 445 Malcolm Dickenson (GB) Engine

DNQ 453 Keifer Hudson (GB) Engine

Saturday Night Live

- Edwardes take win No.3 at Blyton



June 12th 2010, RD 5/9 Blyton (Lincolnshire) → Winner: George Edwardes → Pole: Ben Clark 10:30 Final under floodlights aided in the excitement

The first British Rallycross night race was won by George Edwardes at the Lincolnshire track at an event that did not finish until midnight and saw the Minicross final shown live on TV for the second time this year. The final, the 3rd outright victory for Edwardes this season, saw any of the

leading three drivers capable of the win on the floodlit track. Ben Clark was once again the pace setter for the day, taking two fastest times in the heats and pole position for the final. Once again showing that he is still the man to beat when it comes to racing at the Blyton circuit. Brian Wade

in time and was still working on the car on the morning of the event!

Heat 1 saw Ben Clark take the fastest time with Kris Hudson coming in, in a close second. George Edwardes managed to past his older brother Tom on the last corner of the last lap to take the 3rd fastest time in the heat. This would be the last time that Tom would feature in the event as continuing problems in Heat 2 and 3 saw him not qualify for the final.

Once again Ben took the fastest time in Heat 2, even with a scary moment going



returned to the class for the first time in 2010. However it was championship regular Richard Wakeling who found himself missing from the grid, unable to change his engine



into the first corner unable to slow the pace setter down. The biggest problem in the second sets of heats was due to the wet loose section. Keifer Hudson, who was running in a solid second position after a so far disappointing season, had to slow down due to not being able to see out of the windscreen.

Kelly Bird showed her true pace after Heat 2 with third fastest times overall whilst Mark Griffin continued to set competitive times throughout the day.

George took fastest time in Heat 3 although a dramatic barrel roll in the corn fields by Brian Wade became the talk of the field. The car was fixed in time, ready to compete in the

final. By the time the final began, darkness had descended upon the track and the scene was set for a thrilling race featuring a bumper grid of 10 cars. As the lights went out,

Clark suffered from a uneasy start, allowing Edwardes to take the lead into the first corner, followed closely behind by Kris Hudson. A spin from Kelly resulted in the remaining pack having to take evasive action, however everyone was able to pass through onto the loose section safely.

In an effort to make up for his disappointing start, Clark set about trying to past the car of Kris Hudson. Kris who was having to both defend and attack throughout the race managed to hold off Clark for the remainder of the race. As the

front three cars jostled for position, Mark Griffin was able to close up the gap to third place. By the last lap Clark became frustrated and ran wide into the last corner, thus enabling Griffin to slip up the inside and claim third position and his first podium finish of 2010. Keifer Hudson came across the line in a solid fifth place in front of Sam O'Flanagan.

At the half way mark in the championship, the 2009 Champion still holds the lead in the title hunt continuing his record of 5 consecutive podium finishes.



MINICROSS - A FINAL							
POS	NO.	DRIVER	LAPS	TOTAL TIME	DIFF	BEST TIME	In Lap
1	459	George Edwardes (GB)	5	3:34.885		41.895	3
2	443	Kris Hudson (GB)	5	3:35.574	0.311	42.000	4
3	425	Mark Griffin (GB)	5	3:36.227	1.342	41.455	5
4	489	Ben Clark (GB)	5	3:36.773	1.888	41.915	4
5	453	Keifer Hudson (GB)	5	3:39.619	4.734	42.312	4
6	488	Samantha O'Flanagan (GB)	5	3:42.345	7.460	42.761	5
7	475	Brian Wade (GB)	5	3:45.561	10.676	42.982	4
8	485	Ian Clark (GB)	5	3:47.115	12.230	42.928	3
9	493	David Bell (GB)	5	3:52.531	17.646	42.581	2
10	464	Kelly Bird (GB)	5	4:10.289	35.888	42.769	5
DNQ	432	Tom Edwardes					
				Electrics			

MDA Blyton Sprint Series

Rd 1) 22nd May 2010

Rd 2) 26th June 2010

Rd 3) 1st August 2010

Rd 4) 5th September 2010

Rd 5) 24th October 2010

Minimum Requirements:

Non race national B license
16 years – minimum age
Overalls, Helmet, Gloves

2010 MDA EDWARDES BROS MINICROSS CHAMPIONSHIP

POS	NO.	DRIVER	1	2	3	4	5	6	7	8	DR	9	TOTAL
1	443	Kris Hudson (GB)	25	23	30	23	27						128
2	489	Ben Clark (GB)	29	0	33	34	29						125
3	459	George Edwardes (GB)	32	32	0	27	32						123
4	432	Thomas Edwardes (GB)	27	20	21	29	0						97
5	488	Samantha O'Flanagan (GB)	18	17	18	16	19						88
6	464	Kelly Bird (GB)	19	18	17	18	15						87
7	469	Richard Wakeling (GB)	21	25	23	17	0						86
8	453	Keifer Hudson (GB)	17	19	25	0	21						82
9	425	Mark Griffin (GB)	0	0	21	21	25						67
10	491	John Thacker (GB)	0	29	15	0	0						44
11	493	David Bell (GB)	0	0	0	19	16						35
12	485	Ian Clark (GB)	0	0	16	0	17						33
13	450	Keith Dolton (GB)	0	21	0	0	0						21
14	475	Brian Wade (GB)	0	0	0	0	18						18
15	445	Malcolm Dickenson (GB)	0	0	0	14	0						14

2010 MDA EDWARDES BROS JUNIOR MINICROSS CHAMPIONSHIP

POS	NO.	DRIVER	1	2	3	4	5	6	7	8	DR	9	TOTAL
1	533	Paige Bellerby (GB)	27	29	33	38	33						127
2	589	Brad Bailly (GB)	38	38	0	0	0						76
3	548	Todd Crooks (GB)	0	0	0	27	27						54
4	523	Kiefer Hudson (GB)	0	0	32	0	0						32
5	550	Ollie Mellors (GB)	0	0	0	0	30						30
6	504	Shauna Baxter (GB)	25	0	0	0	0						25

2010 MDA EDWARDES BROS MODIFIED 2000 CHAMPIONSHIP

POS	NO.	DRIVER	1	2	3	4	5	6	7	8	DR	9	TOTAL
1	159	Shelly Wakeling (GB)	30	36	34	36	36						172
2	171	Dave Ewin (GB)	0	0	29	27	25						81
3	100	Stuart Emery (GB)	35	0	0	0	0						35



The 2010 MDA Dinner and Dance has been set for the 6th November at The Olde Barn Hotel, Marston Lincolnshire.

Tickets will be £35 and double rooms are priced at £60 per night.

If you are going to stay the Friday & Saturday they will honor the £60 for each night. There is a spa at the hotel which is complimentary to residents.

MDA AGM will be held at 14:00 at The Olde Barn Hotel, anybody that is not seated at 14:00 will not be allowed in.

Contact Details

The Olde Barn Hotel,
Toll Bar Road,
Marston,
Lincolnshire,
NG32 2HT

Telephone 01400 250909



Cadwell Park Rallycross

Rallycross last visited Cadwell park in the late 1980s when the likes of Ben Rennison and John Welch were powering around the circuit. The track used to run anti-clockwise to the traditional tarmac track with a tight last corner hairpin leading onto the straight. Many drivers felt the track was dangerous due to its fast loose section, which thus proved to be its downfall.



Brands Hatch Rallycross

Brands Hatch used to be "the" RallyX track in UK, with it hosting the major events such as the Rallycross GP during the 80s and 90s. The track went through two re-designs with the last version being used in 2003/2004 which ran across Clark Curve and onto Brabham Straight. With the purchase of the track by Motorsport Vision, the circuit owners moved away from rallycross and towards complete circuit racing which produced a better corporate image.



Long Marston Rallycross

Long Marston was a typical RallyX track of 1980s with its location on an airfield. The track was very basic, with corners marked out by cones and the loose sections made up of the grass in the middle of the runways. Typing "**Hot Rods versus Rallycross at Long Marston 1976**" into Youtube brings up a interesting video showing Minis (one driven by Dave Baines) going up against Escort MK2s on the track.

Will Rallycross be a success in the US?



THE AMERICAN CONNECTION

- How the influx of US Extreme Sports stars to Rallycross could help our sport in the UK

August the 27th will see the first ever "Euro-Styled" Rallycross event take place in America at the New Jersey Motorsport Park with 2 other events already lined up for the following October and November. It has taken 40 years for rallycross to reach their shores and with names such as Travis Pastrana and Tanner Foust already signed up, it is expected to be a huge

hit with the American Fans. However, how can the birth of rallycross in the states possible help the sport on home soil? To do this we must go and look into the recent explosion in popularity that Rally has become in the US, making household names on both sides of the pond.

It can be said the Colin McRae brought Rally to the US

back in 2005/2006 when some extreme sports stars asked for some tuition from the rally great. ESPN's X Games event (a annual event held in California promoting the world of extreme sports) saw the potential in a stadium based Rally event and so "Rally Car Racing" was born.

The first event, held in 2006, was a huge commercial success. Fans flocked to the event to see the rally hero McRae, who was already a known name due to his successful computer game franchise, roll on the final turn, continue and still finish mere seconds behind the overall winner Travis Pastrana.

The event continued to

grow over the following years with only minor changes which saw the track change to a head to head super special style stage and the inclusion a 70ft jump which spanned the length of the stadium.

2009 saw Olsberg MSE, the team that run Andreas Eriksson ERC Fiesta charger travel to America. Ford of America employed the team to launch the brands new fiesta into the US market through several high profile motorsport events such as the Pikes Peak Hill climb and X Games rally event.

With the use of 3 rallycross spec Fiestas in the X Games event (one driven by IRL champ Kenny Brack being crowned the eventual winner), the foundations for a Euro rallycross style event to take place were firmly set. By late 2009 the strings had started to come together and three events were announced to take place in the fall of 2010.

This does not look like it will be a one off event which will fade away into

the background alongside other failed US sporting ventures. The star of the US drift scene and X Games Gold medalist Tanner Foust is taking it very seriously. By the time this magazine has gone to press, Tanner would have already competed in 2 European Rallycross events alongside numerous tests in his Olsberg MSE run Fiesta to prepare him for the US events.

The event will be set to an identical format to which us Minicrossers enjoy, with 3 Heats followed by the corresponding number of finals. It is hoped that the short, fast paced door to door action will fit in well with the America motorsport audiences who are more accustomed to this type of racing through the CORR and NASCAR



events.

So after that rather longer than originally planned history lesson, you are most likely asking how does America taking onboard rallycross effect the humble Minicrosser and the way that we go racing.

The events in the US latter this year will clearly increase the exposure of rallycross globally in both the European/ National and right down to the club level of racing. Names such as Block and Pastrana are wildly known within the UK due to their exposure through videos such as Block's Gymkhana series for example. The general public therefore are going to want to go a see the type of events that their sporting heroes are participating in over the pond.

Through the increase in expose of the sport through the public and media, more and more people could potentially become aware of rallycross and grow to the same heights of popularity as national



Foust at the ERC in Portugal 2010



Testing at Lydden

European/British Championships, is it possible that the FIA will sit up and take notice and turn the ERC into the World Rallycross Championship, (presumably shortened to something like the WRXC so not to be confused with the WRC).

Team boss of Olsberg MSE, Andreas Eriksson, has been quoted saying that he believes that a world championship isn't far away with his team already running "Global Rallycross" sun visors. Could this be a sign of things to come? Though to make it a FIA sanctioned world event, rallycross would have to hold a third event in another continent. Maybe the answer could be an event in Asia, such as in China's Bird's Nest Stadium or motorsport mad Japan.

However I feel that for rallycross to achieve this global level of notoriety, the sport will have to go through significant changes to reflect its extreme sports attitude to its fans. Some

the rally American series was present at the event. Canadian Andrew Comrie-Picard took part in the Suzuki Swift class at the opening round of the British championship. Andrew, who is a regular winner in the Rally American championship in his Evo X came to the UK to expand on his Rallycross experience. As more global figures take part in the



may say that the British championship is already beginning to do this with fireworks featuring at the end of the SuperFinal and the inclusion of the first real night rallycross event on the 12th of June. The addition of sponsors such as the Codemasters "Colin McRae Dirt 2" computer game which focuses upon this "extreme sports" style of off road racing and the adoption of its colour- scheme/logos is a clear move to appeal and attract the younger audiences who are inspired by the Fousts and Blocks of this world.

I though feel that for the British championship to achieve this, they will have to go a lot further than the flashy colours and shiny lights that they are utilizing at the moment to bring in the wider audiences.

A brand new culture of rallycross has to be born or should I say a re-imagining of the sport as a whole. The need for dedicated rallycross venues where the track is designed for audience enjoyment would have to be developed as after all we competitors are putting on a show for the audience in the same way that

performers act on the stage. Somewhere like Blyton would be the ideal location, a blank canvas for which the sport could be molded around. Jumps, a

which the sport could be molded around. Jumps, a dedicated joker lap, spectator stands and a paddock complex would be the perfect answer as long as someone would be willing to invest the money into a project of that scale. Something like that would be the ideal location to hold Britain's round of the WRXC or annual night race.

It does not however have to end there. Rallycross could move into stadium based racing that Speedway enjoys or tracks similar in style to ones the X Games events take place on.

Another avenue to look down would be the idea of racing in London once again. Although the London Masters event at Excel may not of resulted in the added

exposure some may have anticipated, an event in a place such as the Battersea Power Station, which has already held extreme sports events such as Skiing and Motocross, could be the answer. Although currently this is purely the thing of computer game dreams, with the right promoters behind it, it could happen

All of this would have to take place though without them forgetting those who fully support rallycross throughout the dark years of the sport. Hopefully if the sport does reach the global heights that I have described over the last few pages, people like us may be involved in the added spectacle that the sport may become. If this doesn't happen then many would predict the end of rallycross as without the clubman rallycross where would the sport be in the uk

More info on US Rallycross at www.rally-america.com

Next Issue



Minicross Talk packs it's shorts and sunglasses for its annual racing holiday in Belgium and Holland. The special July issue will include full race reports and photos of the two events alongside some euro themed features.

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**

