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MINI-CROSS TALK

Issue 4 - September 2010

Full Race reports from Rounds 6, 7 and 8

Wakeling's Waffles

Views on the Mini's summer excursions

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Who could claim the championship?

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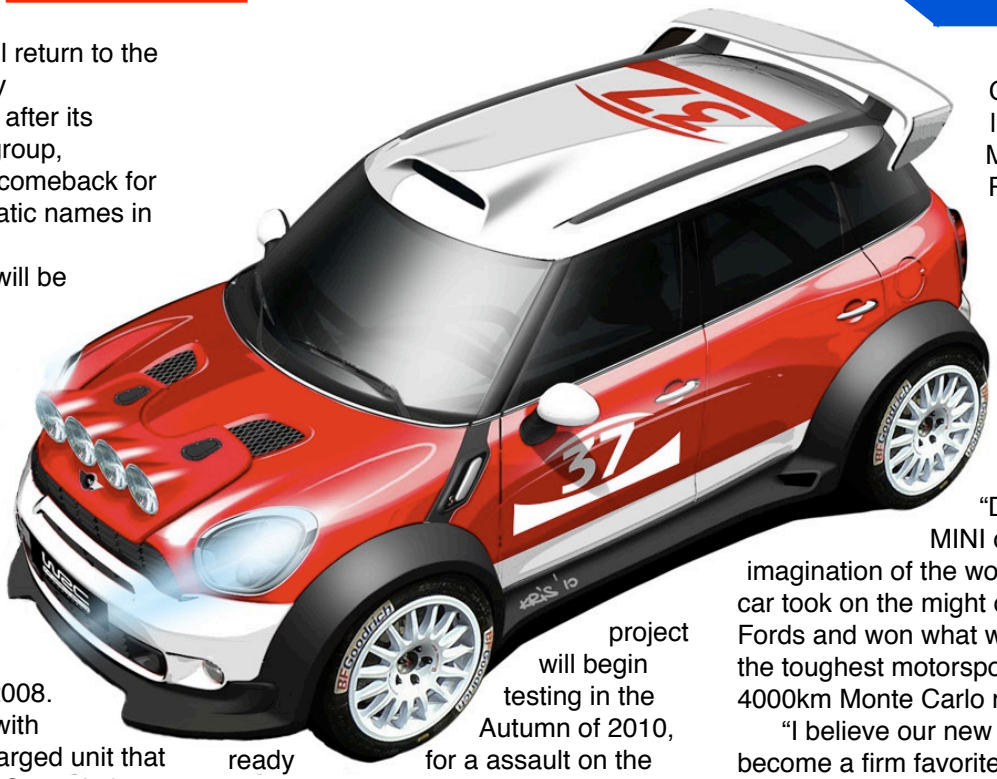
Minicross Talk is published by George Edwardes

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: October 2010

Mini returns to the WRC for 2011



The iconic Mini name will return to the stages of the World Rally Championship next year after its parent company, BMW group, announced a multi-year comeback for one of the most charismatic names in the sports history.

The 2011 Mini WRC will be based of the new Countryman production car that will be released at the end of this year. BMW have ensured the duty of returning Mini to the top flight of rallying into the hands of Prodrive, the motorsport firm that ran Subaru's multi championship wining operation from 1989 to 2008.

The car will be fitted with BMW's 1.6 litre turbo-charged unit that conforms to the new WRC regulations that come into action in 2011. The WRC version of the Countryman project will begin testing in the Autumn of 2010, ready for a assault on the top flight of rallying in 2011, with cars also being available to customer teams. Kris Meeke and Marcus Gronholm are linked to the new Mini but David Richards has yet to announce any drivers.

"This is a very exciting new motorsport program," said Prodrive chairman, David Richards. "During the 1960s MINI captured the imagination of the world when the tiny car took on the might of V8 powered Fords and won what was then one of the toughest motorsport events, the 4000km Monte Carlo rally".

"I believe our new MINI will become a firm favorite of the latest generation of rally fans, just as it is adored by its millions of owners across the world".

Minis call it a day on Mallory Park

Round 8 of the MDA championship, which was originally scheduled to take place at the Mallory Park circuit in Leicestershire, will now be held at the Blyton Circuit on Sunday 12th September.

At a general meeting of club members held on the 11th of August in Retford, it was decided the change would take place after the unsatisfactory track conditions experienced by Drivers at Rd 6 of the championship, which had been the clubs first visit to the Leicestershire track.

Two drivers were taken to hospital with severe injuries to their neck and back while substantial damage to the cars having occurred due to the extremely rough loose sections.

Tanner Foust sweeps the X Games Podium

Tanner Foust, the US drift star and current ERC driver, took victory in both the Rally Car and Super Rally Event at the X Games in August.

In Super Rally, Foust used all of his European Rallycross experience to win the A Final over Rockstar team mate Brian Deegan who was the only true challenger to Foust.

Foust also claimed the Rally Car gold medal earlier on in the day. The Rally Car event proved to be less of an exciting event, with most races finishing with one driver being disqualified for going the wrong way.

The First of Many

- Keifer takes his first senior Mini-Cross win on the tough Mallory Park track

August 8th 2010, Mallory (Leicestershire)	→ Winner: Kiefer Hudson → Pole: Ben Clark	One of the toughest tracks of the year claimed many.

Keifer Hudson scored his first senior Mini-Cross victory after a dominant performance at the Leicestershire track. Keifer, in his debut season of Mini-Cross after stepping up from Junior Mini-Cross, took the lead of the race early on when both Ben Clark and John Thacker retired due to mechanical problems caused by the punishing Mallory track.

The day was marred by the late start due to the recovery units not being organized. Practice did not go ahead until 11:00, rather than the scheduled 9:00, and so that the days racing would be finished by 18:00 the third heat for all competitors was dropped and final reduced to 3 laps. Further delays occurred due to emergency track maintenance, which was needed as the loose sections quickly "rutted up" and became very bumpy after only a few races.

With the rather late practice session completed, the Mini's formed up for the first of two heats.

Heat 1 went the way of Ben Clark, setting the fasted time over the 1 and half mile track, closely followed by Kris Hudson and his younger brother Keifer. Richard Wakeling passed George Edwardes around the outside of the long sweeping first corner to claim the fourth fastest time. Kelly Bird was the only non finisher of the heat, spinning out at the end of lap one and was unable to re-start her engine.

With the continuing delays that seemed to be the order of the day, Heat 2 did not start until 2 o'clock. This time, it was the turn of John Thacker to claim the fastest time, with once again Kris coming home in second.

George and Tom Edwardes crossed the line in third and fourth, with Ben Clark coming through to fifth after starting from the back row.

With the Heats now complete, the grid for the shortened final began to take shape. The three most consistent drivers of the day; Clark, Thacker and Hudson, formed up on the front row for what was lining up to be a thrilling final. As the lights flashed on, Clark made the best start, closely followed by John.

Report

Round 6 - Mallory

Kris, who had been 3rd on the grid, had a poor start due to the gravel that had settled on the left hand side of the grid and soon found himself down in 5th place by the end on lap one.

As the pack entered the second lap, the order was about to be turned upon its head as disaster struck the two leading cars. Racing across the back loose straight, the cars of Thacker and Clark both hit the same bump, one of many that had developed across the two loose sections throughout the day. The rear of Clark's car was launched up into the air and began to bounce uncontrollable across the loose section and into the barrier on the inside of the track. The force of the impact had also caused the distributer cap and rotary arm to come off Thacker's engine. With a flash of flame out of the exhaust as his car began to slow down, it was clear to the trailing pack that his final had been run. With the two leading cars now out, Keifer was able to move into the lead and extend his margin over George to 5 seconds across the line. Richard Wakeling came home to score his second podium finish of the year, ahead of Tom, Kris and David Bell who had a race long battle for 4th position. Kevin Moss, who was driving the MDA Hire car at Mallory Park, finished his first final in 7th position with Samantha and Kelly Bird coming home, in 8th and 9th position

More drama was to follow the final with Kris unable to get out of his car. After a lengthy extraction process, Kris was taken to hospital with back and neck problems caused by the force of the heavy landings, but was able to return home on Monday. Kelly was also hospitalized with neck problems but was released that evening.

MINI-CROSS - A FINAL GRID POSITION

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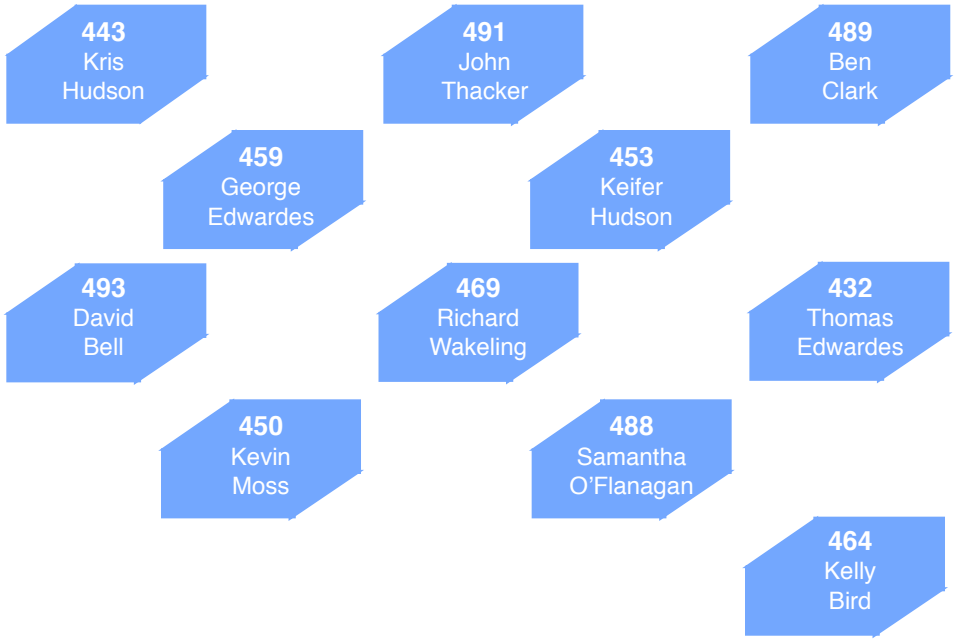

MINI-CROSS - A FINAL

POS	NO.	DRIVER	LAPS	TOTAL TIME	DIFF	BEST TIME	In Lap
1	453	Kiefer Hudson	3	03:06.328		59.911	3
2	459	George Edwardes	3	03:11.593	5.265	1:01.149	3
3	469	Richard Wakeling	3	03:13.180	6.852	1:01.988	3
4	432	Thomas Edwardes	3	03:18.422	12.093	1:02.000	3
5	443	Kris Hudson	3	03:19.814	13.486	1:03.702	2
6	493	David Bell	3	03:20.428	14.100	1:03.849	3
7	450	Kevin Moss	3	03:28.388	22.060	1:03.472	2
8	488	Samantha O'Flanagan	3	03:33.357	27.029	1:05.201	3
9	464	Kelly Bird	3	03:44.579	38.251	1:08.417	3
DNF	489	Ben Clark		Mechanical			
DNF	491	John Thacker		Mechanical			

Ben wins in the Summer Sun

- August Bank Holiday event provided exciting spectacle

August 30th 2010, Lydden Hill (Kent)	→ Winner: Ben Clark → Pole: George Edwardes	Summer weather holds out for a great days racing.

Ben Clark fought back to take his second win of the seasons after a disappointing finish at the previous round in Mallory Park. Clark, who had constantly been running at the front throughout the day, claimed the A Final win after early leader George Edwardes ran wide and dropped to second, where he would eventually finish.

With the drivers re-adjusting to the fast Lydden Hill track after initial practice, it was Keifer Hudson, continuing his impressive run off the back of his first win at Mallory park who claimed the fastest time in Heat One. The first heat was an all Hudson affair with Keifer's older brother Kris, coming across the line in a close second. Clark, Edwardes, Wakeling and Tom Edwardes crossed the line, line astern, to claim positions 3rd to 6th. The MDA's two lady drivers began their day long battle with Sammy just beating Kelly to the post to claim 7th position.

Once again the MDA Hire Drive car was out in action, this time being driven by racing new comer Simon

Arnold. He soon fully adjusted to the car and by the end of the day was jostling for position with the other regular competitors.

Heat 2 went the way of George, with Clark only 0.400s of a second behind as the pair crossed the line. Although Edwardes lead into Chessons, Clark managed an impressive move round the outside to snatch the lead by the time the pack passed through Devils Elbow. Racing onto the second lap, Edwardes managed to pass Ben as the two drivers raced down Hairy Hill, nipping into the lead as they raced onto the loose section at Paddock. Kris Hudson finished the race 2 seconds behind the front two, with a further 2 seconds extending back to the battle for 4th position, held onto by Wakeling in front of Keifer and Tom Edwardes.

If the first two Heats hadn't been exciting enough, Heat three proved to be the highlight of the day with difficult track conditions adding to the mayhem of the race. Before the Mini-Cross heat, the organizers had decided to water the loose sections of the track, not uncommon mid-way through an

event. However the water had been carried onto the tarmac sections, making them treacherous to say the lease as the unwary drivers charged round the first lap. As the pack raced into Devils Elbow, all hell was to break loose as drivers tried to deal with the slippery track. George Edwardes had to take avoiding action as Wakeling fish tailed across the track after hitting a particular slippery patch, forcing Edwardes onto the grass at the side of Dover Slope. After rejoining the track, he then outbreaked himself on the wet tarmac going down Hairy Hill. Unable to turn into Paddock, Edwardes used the tarmac section across the Start line to rejoin the track. Onto the second lap and once again at Devils elbow, it was now the turn of Kris Hudson to loose the rear end on the wet track, forcing him down to 5th overall. Clark locked up at Paddock, forcing him to use the same escape route as Edwardes the lap previous, but was able to maintain 2nd place into the final lap. All this allowed Tom Edwardes to extend his lead out front and win the Heat, in front of Clark and Wakeling. For leaving the track, both Clark and Edwardes where giving 5 second penalties.

Moving onto the final, the three championship rivals lined up side by side, with Edwardes claiming his first pole position of the year. As the lights flashed on, Edwardes made the best start and lead the pack throughout the first lap with Clark in a close second place. As Edwardes raced down the loose Dover Slope, he hit a bump, forcing the rear of the car out, dropping a wheel onto the grass pass the Finish line. This enabled Ben to pass into the lead, which he held till the chequered flag. Although Edwardes gave chase after his mistake, he would cross the line 1.2 seconds behind Clark at the line.

Tom Edwardes suffered his third non finish of the year after a puncture at the end of lap two forced him into the pits.

The last battle on the track was now for 3rd position. Although Richard had held the place since lap one, at Chessons on the final lap he ran wide and not only let 4th place man Kris through but also Keifer, forcing Wakeling down to 5th overall and a disappointing end to his final. Sammi crossed the line 6th place, in front of Kelly Bird and the Simon Arnold who finished his first A Final in 8th position.

MINI-CROSS - A FINAL GRID POSITION

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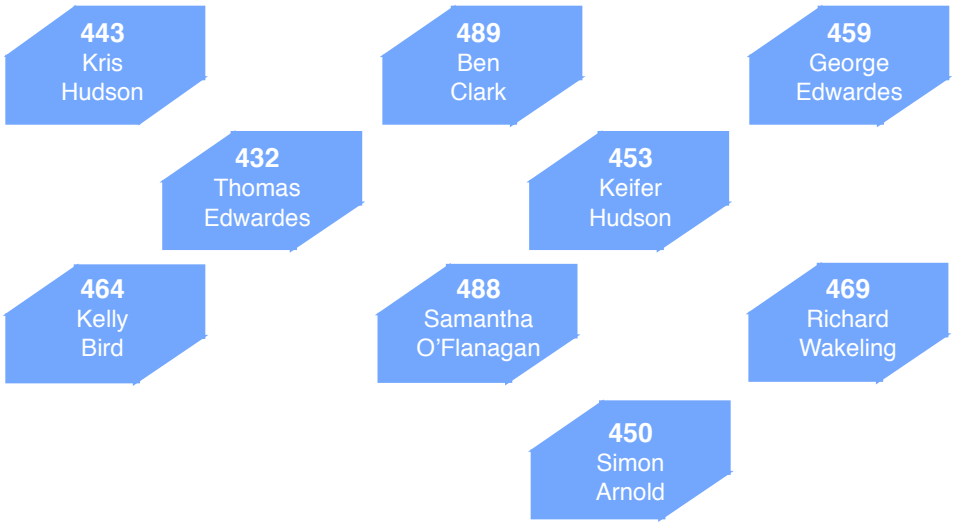

MINI-CROSS - A FINAL

POS	NO.	DRIVER	LAPS	TOTAL TIME	DIFF	BEST TIME	In Lap
1	489	Ben Clark	4	3:58.114		52.944	4
2	459	George Edwardes	4	3:59.312	1.198	53.372	4
3	443	Kris Hudson	4	4:01.859	3.745	53.469	3
4	453	Kiefer Hudson	4	4:02.026	3.921	53.457	4
5	469	Richard Wakeling	4	4:02.635	4.531	54.106	3
6	488	Samantha O'Flanagan	4	4:11.860	13.756	55.283	4
7	464	Kelly Bird	4	4:21.340	23.236	58.063	4
8	450	Simon Arnold	4	4:36.697	38.593	59.419	4
DNF	432	Thomas Edwardes		Puncture			

Edwardes' goes for broke

- George takes his 4th win of the year as championship battle hots up

September 12th 2010, Blyton (Lincolnshire)	→ Winner: George Edwardes → Pole: Ben Clark	Series returned to Blyton after replacing Mallory.

On a late summers day, George Edwardes took his 4th outright victory of the year at the Blyton track. Ben Clarks second place along with 2 heat wins and pole position, goes into the final race of the season at Pembrey with a 4 point deficit to Edwardes.

The morning practice was held on a particularly tricky track. With no race action since June, alongside a bought of heavy rainfall the night before, the track became very slippery and caught many a driver out.

Kris Hudson claimed the fastest race time in Heat One, which was the 2009 Champions first heat win of the season. Richard Wakeling crossed the line in second position, holding off George for the whole race allowing Kris to build up a substantial lead. After a difficult practice session, Keifer Hudson was forced to retire from the first heat with an miss-fire and was only able to complete one lap.

Moving onto Heat Two, it was now the turn for Ben Clark to claim his first heat win of the day. In a similar fashion to Kris in Heat One, Ben was able to storm away from the trailing pack and pull out a 6 second lead by the end of the race. George Edwardes was able to take second place after overtaking his older brother Tom as he ran wide in the last corner. After a back row start, Kris Hudson was able to work his way up into fourth place, overtaking the majority of the pack. Samantha O'Flanagan came across the line in fifth, holding out to Wakeling for the entire race. Keifer Hudson's day went from bad to worst, with a second DNF of the day. A heavy crash (photo pg 11-12) at the exit of the chicane saw the young Hudson career into the tyre wall and damage his engine. This damage along with his two retirements in Heat One and Two meant that he was unable to qualify for the A-Final.

Heat Three was shaping up to be a cracking race with the two championship contenders in Clark and Edwardes lining up on the front row. The added prospect of seeing 2009 champion, Kris, storm up through the pack from his grid position on the back row only heightened the intensity.

However, this was not to be, with Edwardes being sent to the back of

the grid on the first start after a suspected jump start. In joining Kris on the back row, this gave Ben (now the only car on the front row) a clear run to the first corner. On the second start, everyone made a clear getaway as the lights flashed on, with Ben charging into the lead. He never looked back from there and went on to claim his second heat win, and another crucial 2 points, as he crossed the line 3 seconds clear of second place. After the disappointment of his jump start, George went on to fight his way up into second place, passing Wakeling for second on the last lap. Kris Hudson also successfully fought his way through the pack, ending the race in 4th position, once again in front of a fast Samantha. Keith Dolton in his second event with the hire car finished the third heat with 6th place, his best result of the day, holding off seasoned drivers Thomas and Kelly by the time the group crossed the line.

After a lengthy wait due to a heavy crash in the SuperCar final, it was now the turn of the Mini-Cross drivers to take to the track as the Sun began to fall. With his two heat win, Clark lined up on pole position, with Edwardes taking second and Kris in third. As the race started, George was able to edge into the lead as the pack raced through the chicane, forcing Ben down into second position. Tom Edwardes made a great start from the second row to squeeze past Kris as the pair entered the first corner. However, Kris in turning in, caught the back of Tom's car and forced him into the tyre barriers. Unable to restart the engine, Tom was not able to finish the race. Moving onto the second lap, Edwardes still lead from Clark and Wakeling. As the group raced onto the long loose corner, Edwardes lost the rear of the car and pitching into a half spin. In an act of avoidance, Clark ran wide but lost vulnerable time to the now recovering Edwardes. Over the following three laps Edwardes was able to hold onto the lead over Ben, and claim his fourth win of the year. After previously running in third for the majority of the race, Kris was able to pass Richard to claim third position. Samantha finished off her day in a impressive fifth place with Kelly Bird and Keith Doltan crossing the line for sixth and seventh respectively.

Taking into account dropped scores. Edwardes win puts him 4 points in front of Ben going into the last race of the year. Kris Hudson still holds a shot of retaining his crown, being 33 points down on George.

MINI-CROSS - A FINAL GRID POSITION

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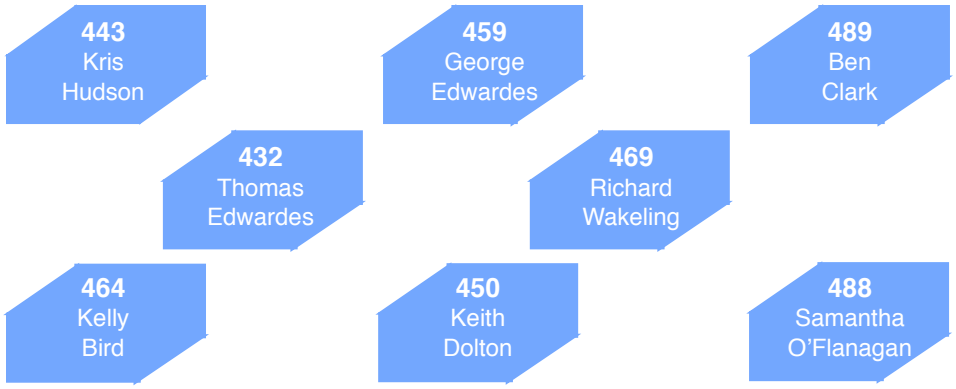


MINI-CROSS - A FINAL

POS	NO.	DRIVER	LAPS	TOTAL TIME	DIFF	BEST TIME	In Lap
1	459	George Edwardes	5	03:25.551		40.011	2
2	489	Ben Clark	5	03:25.807	0.256	39.464	4
3	443	Kris Hudson	5	03:28.796	2.242	40.081	2
4	469	Richard Wakeling	5	03:30.134	4.583	40.954	5
5	488	Samantha O'Flanagan	5	03:35.014	9.463	41.250	2
6	464	Kelly Bird	5	03:46.092	20.541	41.822	2
7	450	Keith Dolton	5	03:47.040	21.489	42.804	5
DNF	432	Thomas Edwardes		Accident			
DNQ	453	Keifer Hudson		Accident			

Lydden Hill
Race Circuit
LUKE
ROCKSTAR
QUALIFE

Photo Finish

PHOTO FINISH

Where: Lydden Hill
When: 30/08/10, 10:30pm

The 2010 Mini-Cross title Contenders race down Hairy Hill during Heat One. Keifer Hudson would go on to take the win and finish 4th in the A Final at the end of the day.

PHOTO FINISH

Where: Blyton
When: 12/09/10, 11:15pm

Keifer Hudson gets it all wrong as he exits the chicane, careering him into the tyres at the end of Heat 2. This accident saw the end of the younger Hudson, who had to sit out the rest of the day.

HOME
MOTORS TV

Points

2010 MDA EDWARDES BROS MINI-CROSS CHAMPIONSHIP

POS	NO.	DRIVER	1	2	3	4	5	6	7	8	DR	9	TOTAL
1	459	George Edwardes	**32**	**32**	0	27	**32**	27	31	**30**	*0*		211
2	489	Ben Clark	29	0	33	**34**	29	19	**30**	33	*0*		207
3	443	Kris Hudson	25	23	**30**	23	27	21	25	25	*21*		178
4	432	Thomas Edwardes	27	20	21	29	0	23	18	17	*0*		155
5	469	Richard Wakeling	21	25	23	17	0	25	21	23	*0*		155
6	453	Keifer Hudson	17	19	25	0	21	**30**	25	0	*0*		137
7	488	Samantha O'Flanagan	18	17	18	16	19	17	19	21	*17*		128
8	464	Kelly Bird	19	18	17	18	15	16	18	19	*17*		124
9	425	Mark Griffin	0	0	21	21	25	0	0	0	*0*		67
10	491	John Thacker	0	29	15	0	0	16	0	0	*0*		60
11	493	David Bell	0	0	0	19	16	19	0	0	*0*		54
12	450	Keith Dolton	0	21	0	0	0	0	0	18	*0*		39
13	485	Ian Clark	0	0	16	0	17	0	0	0	*0*		33
14	475	Brian Wade	0	0	0	0	18	0	0	0	*0*		18
14	450	Kevin Moss	0	0	0	0	0	18	0	0	*0*		18
15	450	Simon Arnold	0	0	0	0	0	0	17	0	*0*		17
16	445	Malcolm Dickenson	0	0	0	14	0	0	0	0	*0*		14

2010 MDA EDWARDES BROS JUNIOR MINI-CROSS CHAMPIONSHIP

POS	NO.	DRIVER	1	2	3	4	5	6	7	8	DR	9	TOTAL
1	533	Paige Bellerby	27	29	33	**38**	33	27	**38**	31	*27*		229
2	548	Todd Crooks	0	0	0	27	27	**32**	25	**32**	*0*		143
3	589	Brad Baily	**38**	**38**	0	0	0	0	0	0	*0*		76
4	504	Shauna Baxter	25	0	0	0	0	0	27	0	*0*		52

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	30	**36**	**31**	**36**	**36**	**34**	**36**	**36**	30		245
2	171	Dave Ewin	0	0	29	27	25	0	27	27	0		135
3	100	Stuart Emery	**35**	0	0	0	0	0	0	0	0		35

Points
Round - Up

Formula One

Fernando Alonso and his Ferrari F10 romped home to score an emotional home win for the Prancing Horse manufacture. McLaren's Jenson Button, who had been leading in the early stages of the race, dropped to second in front of Ferrari teammate Felipe Massa.

Mark Webber still leads the championship as the series moves to its night race in Singapore.

AFTER RD 14 OF 19		
POS	DRIVER	POINTS
1	Mark Webber (AUS)	187
2	Lewis Hamilton (GB)	182
3	Fernando Alonso (ES)	166
4	Jenson Button (GB)	165
5	Sebastien Vettel (G)	163

WRC

Sebastien Ogier took a last gasp victory on Rally Japan when he passed Petter Solberg on the final days stages. Solberg, running his privateer Citroen C4 had been leading the rally until he dropped 15 seconds to Ogier on the last few stages.

Sebastien Loeb, who finished 5th on the rally, still holds a dominant position in the championship, with a chance of him clinching his 7th title at the next round in France.

AFTER RD 10 OF 13		
POS	DRIVER	POINTS
1	Sebastien Loeb (F)	201
2	Sebastien Ogier (F)	158
3	Jari-Matti Latvala (FIN)	132
4	Petter Solberg (NOR)	118
5	Dani Sordo (ES)	107

IRC

Freddy Loix won the Czech Rally round of the IRC championship following a dramatic climax to the tarmac rally. Peugeot driver Bryan Bouffier had been leading the rally from the start, but suffered engine problems and had to retired. Juho Hanninen came home in second to extend his championship lead, while Pavel Valousek came in a close third to complete an all Skoda Fabia podium.

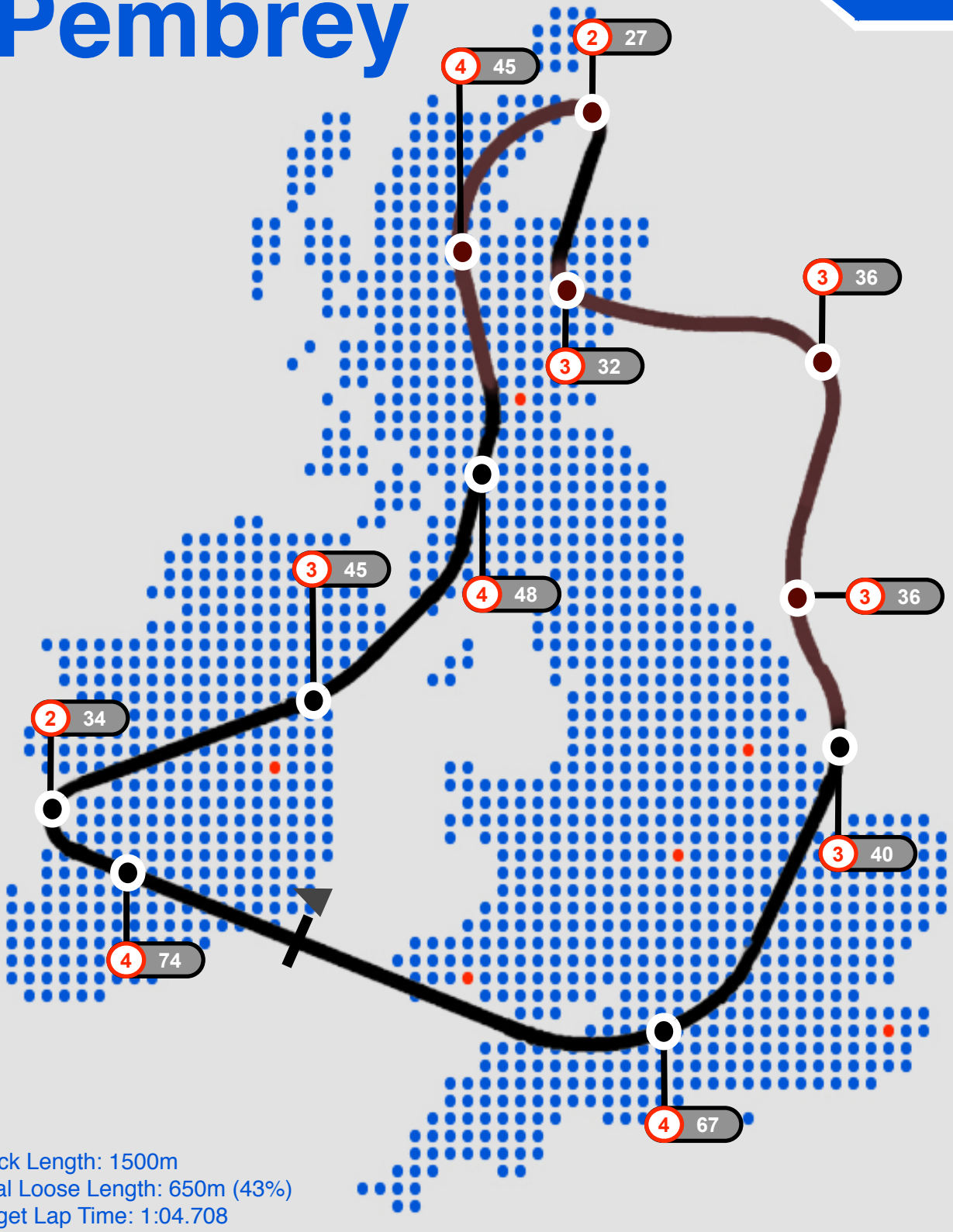
AFTER RD 9 OF 12		
POS	DRIVER	POINTS
1	Juho Hanninen (FIN)	56
2	Jan Kopecky (CZ)	47
3	Freddy Loix (BEL)	30
4	Bruno Magalhaes (POR)	30
5	Kris Meeke (GB)	28

ERC

Sverre Isachsen drove his Ford Focus T16 home to claim the last win of the season in the Czech Republic, taking the 2010 title with him. Frode Holt and his 2010 Volvo C30 came home in 2nd after wining the B-Final, with Citroen driver Kenneth Hansen taking the final podium position. Liam Doran finished the final in 6th. Irishman Derek Tohill became the first Irish ERC champion, claiming the 2010 Division 2 title.

AFTER RD 8 OF 10		
POS	DRIVER	POINTS
1	Sverre Isachsen (NOR)	141
2	Kenneth Hansen (SWE)	124
3	Liam Doran (GB)	121
4	Michael Jernberg (SWE)	121
5	Stig-Olov Walfridsson (SWE)	91

Pembrey



Track Length: 1500m
Total Loose Length: 650m (43%)
Target Lap Time: 1:04.708

Foust wins inaugural US Rallycross Event

August 29th 2010,
New Jersey Motorsport Park

→ Winner: Tanner Foust
→ Pole: Tanner Foust

RallyCar's inaugural U.S. Rallycross held at the New Jersey Motorsports Park was a successful event where the competition was fierce and thousands of fans cheered the intense action. Rallycross racing has finally arrived and made a lasting impression!

The highlight of the Rallycross event was the dramatic A Final, where Rockstar Energy Drink's Tanner Foust driving a 2010 Ford Fiesta won the inaugural event in the 4WD Class. Josh Wimpey hailing from Virginia, USA, won the 2WD Class in a 1987 Volkswagen GTi rally car.

Foust was challenged by Ramana Lagemann (2008 Ford Fiesta), the Subaru Rally Team USA duo of Travis Pastrana and Dave Mirra, NOS Energy Drink's Andrew Comrie-Picard (ACP), and 2010 Rally America 2WD champion Chris Duplessis (2004 Subaru STI). During the A Final, Travis Pastrana lost control of his car and almost flipped it by running over water barriers in front of spectators on the first lap. Pastrana's incident caused the final race to get red flagged, forcing an A Main restart. Pastrana was allowed to restart the A Final, but was positioned in the back of the grid and fought to win second place overall. Dave Mirra secured third place after battling with both Pastrana and ACP. Chris Duplessis did not finish the race after he spun during the restart and bent his car's steering rack.

Foust's win follows a string of victories, including winning gold medals in both Rally Car Racing and the SuperRally at this year's X Games 16. Foust now lays claim to winning America's first-ever Rallycross. "The American event was great!" exclaimed Tanner Foust, "The Ford Fiesta was built specifically for Rallycross and it performed extremely well."

In the 2WD Class A Final, Josh Wimpey built a significant lead over second place winner Wyatt Knox and third place finisher Randy Zimmer. 18 year-old and 2009 Rally America 2WD National Champion, Dillon Van Way, looked strong in his first three heat races leading up to the final event, but he made hard contact in the dirt with Knox and spun out at the end of the straightaway after breaking a wheel shaft.

Tanner Foust will make his next European Rallycross Championship appearance at the season's finally in the Czech Republic (18th-19th Septemeber). After his resent success in the Olsberg MSE Fiesta, it would not be a surprise to see him finish on the Podium at the Sosnova track.

US Rallycross 4WD Class - A Final			
POS	NO.	DRIVER	Car
1	34	Tanner Foust (US)	Ford Fiesta
2	199	Travis Pastrana (US)	Subaru Impreza
3	40	Dave Mirra (US)	Subaru Impreza
4	74	Ramana Lagemann (US)	Ford Fiesta
5	20	Andrew Comrie-Picard (CAN)	Mitsubishi Evo 9
DNF	70	Chris Duplessis (US)	Subaru Impreza

US Rallycross 4WD Class - A Final			
POS	NO.	DRIVER	Car
1	213	Josh Wimpey (US)	VW Golf
2	333	Wyatt Knox (US)	Mazada 7
3	64	Randy Zimmer (US)	Subaru Impreza
4	63	John Tancred (US)	Mazada MX-5
5	573	Paul Martino (US)	Honda Civic
DNF	600	Dillon Van Way (US)	Ford Focus

Richard Wakeling

Wakeling's Waffles

Mini-Cross's own maestro racer

The Summer holidays have seen the Mini's take a relaxing break in Europe, however the competition on the track has been as fierce as ever. With the drivers returning home, the championship moved on to Mallory, where the mood soon changed as track conditions worsened.

Ah so…..half way through the season and the championship is hot, George has the wins, Kris has the best points and Ben, well he has the worst last corners….and that is the great thing about Ben, he just never believes that "this will do". Just back from our Belgium and Holland races, and what a superb time. Belgium was HOT HOT HOT, with the in car temperature gauges reading almost 40 degrees. The Mini's were amazing and although they all got very hot, (mine was a clear 20 degrees hotter than normal) none of them expired. Kris was on fire throughout the holiday, wiping the floor with us all the way through to Valkenswaard, where previous form lead to having difficult grids, even with that he still put himself on the front row for the final.

Our thanks go to the organisers at Massmechelen and Duivelsberg circuit. They again ran us as a demo, and a lot of the locals make a point of saying how much they enjoy our racing. The circuit is different from anything we have, for that matter so is Eurocircuit, Valkenswaard, both being smaller and much more heavily defined than any of our circuits. Interesting point here is that Stuart Ranby at Blyton has always said how his circuit continually gets cut back as us Xers cut the corners, the answer is at both these circuits. Huge curbs and solid concrete walls, you only cut them once!!!! Can you imagine the moans, the fact is their racing is cleaner for it

It was our 20th year at the Eurocircuit and Sjaak and the team their gave us a superb reception on the Saturday night, with a BBQ and drinks, without fail these weekends have always been brilliant. I think maybe because the racing is not part of the championship we might race just a little less intense, but just maybe. We know you cannot take liberties with the tracks, so who knows?

One casualty of the weekend was

> "Is it acceptable? NO. No circuit owner/promoter has the right to present a circuit that is not fit for purpose"

Griff, having had a great race to 3rd, (you just don't remember who finished 1st), unloading at the Eurocircuit he banged his head and then his hand, needless to say the head was no problem, but the hand suffered problems and the swelling that came from that stopped him racing…..plonker!!

Where would we be without our Chief of Entertainment…….Ian Clark, he turns up at the camp site on the Wednesday evening with his engine in the van, in a thousand bits. No problem. Fortunately Willem Veltman did the Forman's job and kept at him to get on with it. The results was that come Sunday Ian had already run his car, rebuilt the clutch (twice) and was ready for practise, which went well until the car cut out on the final lap. This turned out to be caused by a blocked inlet on the carb, and that was caused by bead blasting the carb clean with all the holes open!!!!! Plonker no2. So the two Plonkers missed the 1st race.

These holidays are great for getting to know people much better, Mark O'Flanagan is a great organiser and chaser, when he knows what people want and is totally unfazed by any problems. KK (Kris and Kiefer) Hudsons have great sense of humour, if either take up poker then look out the Pro's cos "dead pan" could be their middle name. We saw the most amazing storm on the Thursday, returning from canoeing/swimming/wading, well I think it started as canoeing….. The owners said the water is only knee deep….boll…ks, just who has a knee at 5 foot?? Try righting a canoe giving and taking as good as it gets, if when only your head is above water…. Anyway back to the storm, surveyed from the outside bar this mega black cloud approached sucking up all the white fluffy stuff into a rotating centre, well the wind blew hard one way, then practically stopped, then amazing blew hard again…in the opposite direction… Then the storm hit and just ripped through the trees just 200mtrs from us and the rain was

monumental. As we cycled back, very wet…. again, bits of tree, debris and complete trees were all over the place. Back at the camp site we were lucky, the ladies had weighed down all the awnings (mainly by hanging on the legs, best weights around!!!!). Team Bell and Veltman were more expose and had to hang onto their awning for quite some time. Definitely quite a storm and a lot of damage.

Congratulation to Kris and John for their wins, top jobs done. They both ran out as good winners, no one could touch them.

Then to Mallory…..by the first walk round it was obvious that the loose could not hold up as there was no binding, it was just rolled loose stone. To drive it in practise was brilliant fun apart from the constant shot blasting, but the loose just fell apart. Rally Cross is all about picking the lines and adjusting lines as holes/ruts develop, and this was how it was, but in the end it was more a case of driving round the holes rather than racing. A much higher level of caution was necessary, and that is very difficult on such a fast circuit. The damage done was massive, both to the competitors and cars. Both Kris Hudson and Kelly Bird suffered significant back problems causing visits to hospital, Ben Clark smashed his bulk head back into the car, John Thacker, stopped when the distributor got impacted and broke, Tommy Edwardes bent the front sub frame, and floor, I bent the exhaust manifold back onto the engine. Neil Wade ripped his exhaust off and destroyed the rear suspension. These are just the cars I know well. There will be many more and there will be further problems that come to light from the strain. Is it acceptable? NO. No circuit owner/promoter has the right to present a circuit that is not fit for purpose. You cannot expect race drivers to race with such a level of caution that they are not racing. There were plenty of other problems on the day but ultimately most related to the track. You could fill a book with problems, noise in the car from the stones that drowned engine noise, stones smashing windscreens, stones all over the start that completely wrecked 3rd position on the grid, making the start a complete farce, and so it goes on. The feeling at the end of the day was subdued, it was the worst days Rally Cross for years.

The layout and course is brilliant, and it desperately needs sorting, because most racers loved the circuit and the location. I sincerely hope they have the will to get it right.

Finally do not overlook that Kiefer Hudson took his first senior Mini Cross win, top job, and comfortably fastest, congratulations….. I should think that Mum and Dad could write a book on their emotions at the end of the day!!!

Next Issue...

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Who will be crowned the 2010 MDA Mini-Cross Champion?