

# Handbrakes & Hairpins



Issue 276 • 11 April 2013 • <http://wp.me/pkXc>

The world's only free dedicated rally eMagazine - every week!

**GET THAT "RACE" FEELING 24/7....**



**NEW**

You can now order an OMP Racing office chair  
Black/yellow or plain black



*Official OMP Racing distributor for Southern Africa*

[www.ompracing.it](http://www.ompracing.it)

Telephone +27 11 6708400

E-mail: [info@ats-motorsport.co.za](mailto:info@ats-motorsport.co.za)

Website: [www.ats-motorsport.co.za](http://www.ats-motorsport.co.za)

# Your insight into the world of rally!

Issue 276 • 11 April 2013

## CONTACT INFORMATION

**E-mail us** [evan.hhmag@gmail.com](mailto:evan.hhmag@gmail.com)

**Call us** +27 83 452 6892

**Surf us** <http://wp.me/pkXc>

To receive your **FREE** weekly **HANDBRAKES & HAIRPINS** eMagazine, or if you'd like to share this with a friend please send your e-mail address to [evan.hhmag@gmail.com](mailto:evan.hhmag@gmail.com). **HANDBRAKES & HAIRPINS** is not a SPAM e-mail: email addresses are added to the mailing list voluntarily.

## ADMINISTRATIVE INFORMATION

All content copyrighted property of **HANDBRAKES & HAIRPINS**, 2007-12. This publication is fully protected by copyright and nothing may be reprinted in whole or in part without written permission from the editor. While reasonable precautions have been taken to ensure the accuracy of information from sources and given to readers, the editor cannot accept responsibility for any inconvenience or damage that may arise therefrom.



## EDITORIAL INFORMATION



**Editor** Evan Rothman

Favourite rally car? Audi Quattro S2  
Current favourite WRC driver? Mads Østberg  
Favourite WRC rally? WRC Rallye Deutschland  
Favourite rally? Total Rally, South Africa

Tweets too much about rallying, loves nothing more than spectating on a forest rally, and has aspirations of being the world's greatest rally journalist. He's also oftentimes seen with a camera in one hand and his mobile phone in the other.



**Photojournalist** Eva Kovkova

Favourite rally car? Citroën C4 WRC  
Current favourite WRC driver? Mads Østberg  
Favourite WRC rally? Vodafone Rally de Portugal  
Favourite rally? White Nights Rally, Lahdenpohja, Russia

Likes to walk in the Swedish snow forests or on Portuguese dusty hills, likes to freeze, to get wet in the rain or to melt from the heat during photo hunts for flying cars and smiling faces. Also is known as a press ice bear working for South Africa :)



# OPENING SHOT

Low-level flying. Plane? Qatar M-Sport Rally Team Ford Fiesta RS WRC. Pilots? Mads Ostberg and Jonas Andersson. Hold tight!  
Picture: M-Sport/WorldRallyPics



## **START RAMP**

- 07 Matthew Wilson to compete in South Africa
- 08 BJ "Ballistic" Baldwin's #RECOIL film launched

## **SERVICE PARK**

- 10 NZRC Rally of Otago review
- 13 WRC Rallye de Portugal preview and Fafe Rally Sprint review

# CONTENTS

## **PARC FERME**

- 17 MINI gets more Prodrive power for 2013

n. motorsport. A start ramp serves as the ceremonial start of a rally, and gives fans a chance to see their rally heroes being interviewed before driving over the podium and onto the first special stage.

**START** RAMP

Words: **Handbrakes & Hairpins**

Picture: **Evan Rothman**

***Reigning South African national rally champions Mark Cronje and Robin Houghton go to Mpumalanga next week determined to keep the pressure on their rivals. And with an emphatic win on the opening round in KZN under their belt and some go-faster bits recently added to their Ford Dealer Team Fiesta, they are feeling bullish about a good result.***

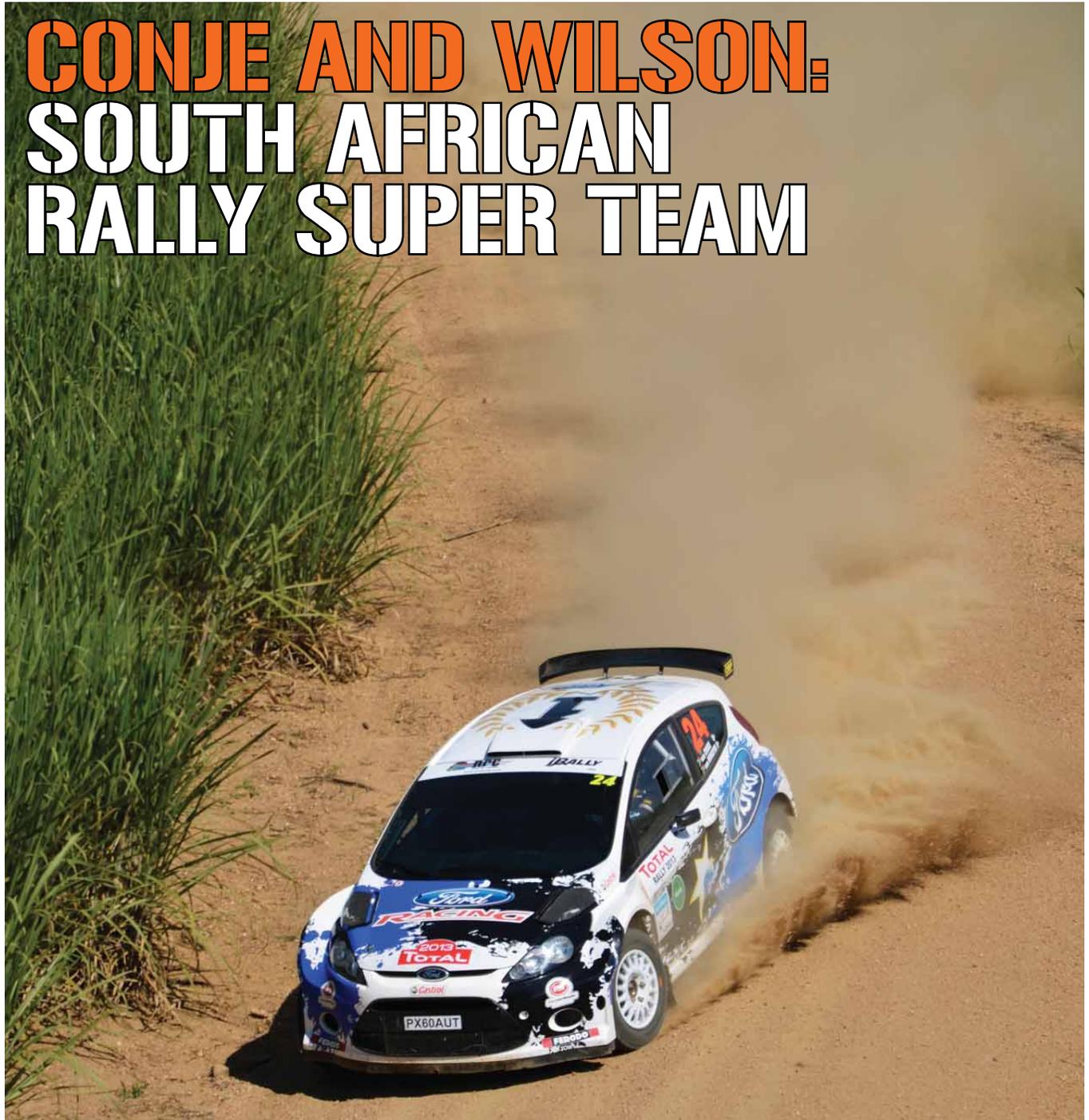
But the big news is that they will have some serious backstop on the Sasol Rally, which starts in Sabie at midday on April 19, and joining them in a second S2000 Ford Fiesta will be Matthew Wilson, whose CV includes a fourth place on the Japan Rally 2007, a round of the World Rally Championship. Matthew, 26, has a wealth of experience at the highest level and entered his first WRC event at the tender age of 17. He is the son of Malcolm Wilson founder of M-Sport – the company which built and developed the Cronje/Houghton car and over the years he has been instrumental in the development of various fast Fords from his father's stable.

Says Cronje: "We won this event last year and we'd dearly like to repeat the result. It is one of the toughest and longest events on the calendar so a measured approach is needed. We're testing some new components next week (April 15 and 16) and we're confident they will give us added performance, while having a second car with a top crew on the event as well as an engineering team from M-Sport on hand will enable us to maximise testing mileage."

Cronje/Houghton have become a formidable partnership and are now into double figures as far as wins go, with victory in KZN six weeks ago their 10th. They won four events in 2012 and made a further two podium visits, clinching the championship with a fourth place in the final round.

The presence of world-class navigator Chris Patterson (who has navigated for the likes of Petter Solberg) will also be put to good use. Explains co-driver Robin Houghton: "Writing pace notes is a specialised task, and I'm hoping to learn from an expert who has performed at an international level for many years. There's about 200 km of special stage on the Sasol Rally, so the pressure is on the co-driver too. The event is a round of the FIA African Rally Championship, so on Wednesday April 17 we can drive the route twice at strictly controlled speeds and make notes – it is here where I believe Chris will be a great asset. We believe in leaving as little as possible to chance, and thorough preparation of both man and machine is what ensures success at this level of competition," explains Cronje. "That's why for us the event actually starts on Monday 15, and I'll be behind the wheel of the Dealer Team Ford Fiesta every day for the next week – with the exception of Sunday, when we'll hopefully be having a lie-in and celebrating win number 11 as a team!" **H&H**

# CONJE AND WILSON: SOUTH AFRICAN RALLY SUPER TEAM





Words: **Handbrakes & Hairpins**  
Pictures: **Monster Energy**

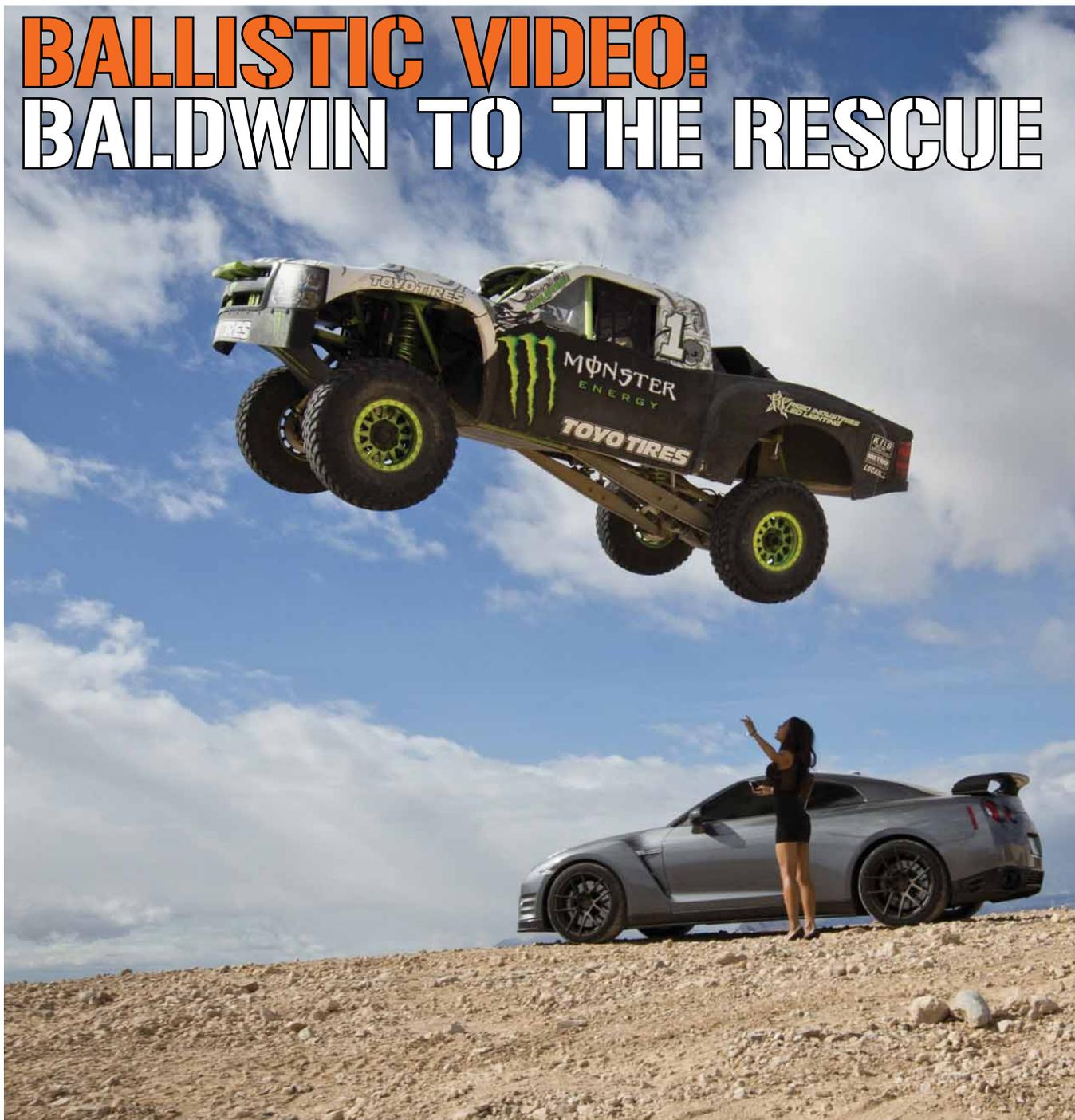
***How do B.J. Baldwin, a 850-horsepower Trophy Truck with 34-inches of suspension roaring pell-mell across the Mojave Desert at 150 miles an hour doing things that just really are not conceivable, a dazzling damsel in distress and her diamond in the asphalt D-Sport automobile, the big neon glitter skyline of Las Vegas and one of the most opulent hotel/casinos on The Strip all end up in one atom-splitting, retina stinging, mind blowing piece of incandescent cinematic magic?***

Good question. And one we can't answer. Not quite. Monster Energy flipped the switch to light up cyberspace with the short film #RECOIL. Click to watch it here: <http://bit.ly/Z8dvxF>.

With the harmonic convergence of a helicopter, the ultimate arm camera car, a battery of Red Cameras and a brain trust of talented shooters and producers, Recoil takes the well-worn "viral video" on a hell ride and never looks back.

"This started life as a small project and with the help of Monster it quickly grew into something awesome, said B.J. Baldwin. "With an increased budget we were able to use the best equipment, the most skilled cinematographers, and harvest the best natural desert locations around Las Vegas. Monster Energy really helped us create an exciting film that we think will be very successful. We had a lot of fun working with the crew and filming this project. After yielding the final product, we love the video and we hope our fans love it and share it as well!" **H&H**

# **BALLISTIC VIDEO: BALDWIN TO THE RESCUE**



n. motorsport. The main operational base for all the teams, in which all checks, maintenance and running repairs to the cars must be carried out subject to strict time limits.

# SERVICE PARK

# NZRC RALLY OF OTAGO: PADDON PACES INTO VICTORY





Words: **Handbrakes & Hairpins**  
 Pictures: **Euan Cameron**

**Winning the weekend's opening round of the Brian Green Property Group New Zealand Rally Championship seemed easy for past two-time champion Hayden Paddon. He and Blenheim based co-driver John Kennard finished 4mins 25sec ahead of Richard and Sara Mason after the 807.28km long Drivesouth Rally of Otago held over the Saturday and Sunday. Third overall, 02min 56sec behind the Subaru of the Masons was four-wheel-drive rookie Ben Hunt and Tony Rawstorn.**

Paddon, driving a Mitsubishi Lancer Evo IX, accrued maximum championship points by winning both days and the event's final test – the 10.94km Whare Flat 'power stage'. The five bonus points also put \$500 cash in the driver's pocket.

"It was a good weekend even though we had a few things that kept us on our toes early on," said Paddon at the ceremonial finish. "I've really enjoyed being back in



the seat and to be winning again after a tough past twelve months is a real bonus. A huge credit to the team; with the amount of effort that's gone in to the rebuild on this car back home has been massive. We've had our fair share of issues this weekend with lack of full power at times, but first and foremost the car got through."

Paddon incrementally improved his lead. While the Mason's pushed throughout the event, the day the rest of the field largely followed each other to the finish. Of the survivors, fourth overall was brother and sister pairing Matt and Nicole Summerfield, in a Subaru Impreza WRX STI.

Fastest two-wheel-drive championship team was Deane Buist/Andrew Bulman in a Ford Escort RS1800. Winning the BNT Historic Rally category, they headed off a spirited charge from Jeff Judd/Malcolm Read while Australian Stewart Reid and Ian Stewart had to settle for third.

"It was close and we were having a good time so the win was a bonus," said Buist, of his first classic

championship victory.

Reversed fortunes rewarded Phil Campbell/Venita Fabbro, fastest of the modern two-wheel-drive cars, 14th overall in the Ford Fiesta R2. Second was Josh Marston/Rocky Campbell with David and James Holder third in the older generation Ford Fiesta.

This year each competition Class fits inside one of three categories: Super Rally, supported by Auto Finance Direct, for the modern cars, BNT Historic Rally and the Gull Rally Challenge – contested on the final only. Only Scott Simpson finished the day, taking maximum points. Other category winners include Ben Hunt (junior) and Rhys Gardner (rookie).

The second round of six moves to the top of the North Island and will be a part of the FIA Asia Pacific Rally Championship field contesting the International Rally of Whangarei, in association with the Brian Green Property Group on 18 - 19 May. **H&H**

#### Final Overall Classification:

- 01) H. Paddon/J. Kennard**  
Mitsubishi Lancer EVO IX - 02h 24m 54.7s
- 02) R. Mason/S. Mason**  
Subaru Impreza + 03m 55.4s
- 03) B. Hunt/T. Rawston**  
Subaru Impreza + 02m 56.0s
- 04) D. Bond/R. Moody**  
Mitsubishi Lancer +03m 0.9s
- 05) B. Stokes/A. Mackay**  
Ford Escort 2500 + 21.9s
- 06) M. Summerfield/N. Summerfield**  
Subaru Impreza + 23.3s
- 07) N. Bates/C. Taylor**  
Toyota Celica RA40 + 25.6s
- 08) M. van Tuinen/E. Kelly**  
Subaru Impreza + 33.4s
- 09) R. Gardner/A. Ramsay**  
Mitsubishi Lancer VII + 10.5s
- 10) D. Ayson/A. Graves**  
Ford Escort FJ2000 + 13.0s

# WRC RALLYE DE PORTUGAL AND THE FAFE RALLY SPRINT: WILL SORDO CLAIM THE “DOUBLE” IN PORTUGAL?





Words: **Handbrakes & Hairpins**  
 Pictures: **WorldRallyPics, Citroën Racing**

***In a thrilling spectacle of rallying at its best, a reported 100,000 fans cheered on their favourites in last weekend's Fafe Rally Sprint. It was Citroën's Spanish star Dani Sordo that claimed the victory, and he starts the Vodafone Rally de Portugal today brimming with confidence.***

It was a closely-fought affair, with Sordo and his factory Citroën DS3 WRC taking the win with a slender 0.1sec margin over the Ford Fiesta RS WRC of Mads Ostberg. The route was set out over a course of 6.34km of high-speed gravel, and it is a traditional warm-up to the Portuguese round of the World Rally Championship.

The stage is set out in the north of Portugal, near Porto, and takes in the Fafe-Lameirinha stage of the Group B glory days.

"The atmosphere was amazing and the sensation in the car really good," said Sordo in an interview with website <http://www.WRC.com>. "On the first pass, I was not completely confident with the set-up but by the final the car was perfect. The jump was crazy and we were so happy when we saw that we had finished in front of Mads. After a difficult Sweden and Mexico, that's good for us. Now let's try to do the same in Portugal!"



Behind Ostberg was Martin Prokop, posting a fantastic third place result in his Ford Fiesta RS WRC he has nicknamed Fiona. The Czech star's pace is rapidly increasing in 2013, and he is moving up into the top five drivers in the current WRC standings.

Returning to competition is Volkswagen Motorsport's third driver Andreas Mikkelsen, showcasing his pace and to shake up the German team. Interestingly, Robert Kubica was fifth overall in his first gravel event. The Pole is contested

the event in a Citroën DS3 RRC, and finished only 0.9sec adrift of Mikkelsen in his WRC-spec machine.

"It was a unique experience and my hairs are still standing on end," said Mikkelsen after the final heat. "The spectators were incredible – they almost drowned out the noise of the engines. And at the jump, the crowds shout you into the air, just like in ski jumping – simply amazing."

What lies in wait for the WRC crews from Thursday afternoon to Sunday afternoon is set to be a hammer-and-



tongs fight for victory. Who will be quickest of them all? With recent form, and an impressively fast machine, the pairing of Sebastien Ogier and Volkswagen Polo R WRC will be a formidable one. The five-week break since the WRC Rallye de Espana sees the WRC crews fresh from extensive testing for this event and the following, the WRC Rally Argentina, the first two of six consecutive gravel rallies in 2013.

The Rally de Portugal is hosted in the Algarve is a rocky and dusty rally, a perfect taster for Argentina next month. These 15 stages are a blend of fast and open roads, with narrow and technically tricky speed tests. The surface is slippery and highly abrasive for the tyres: running order will play a critical role in the outcome of this event. A top result in the pre-event Qualifying Stage will mark out the strategies and plans for crews and teams.

Action starts in Vilamoura for Friday's stages and then heads to the country's capital city of Lisbon. The 15 stages are 90 percent of last year's edition, with the longest stage of the rally at 52.30km, SS Almodovar 1 and 2 will be repeated twice with the second running serving as the Power Stage too.

Rally de Portugal also sees a healthy number of contenders in the WRC 3 and WRC 2 categories in an impressive entry list of 72 competitors. This event will also form the opening round of the FIA Junior WRC Championship, the category for young drivers competing in identically-prepared Ford Fiesta R2s. **H&H**

#### Fafe Rally Sprint Final Overall Classification

- 01) D. Sordo/C. Del Barrio**  
Citroën DS3 WRC - 03m 39.3s
- 02) M. Ostberg/J. Andersson**  
Ford Fiesta RS WRC + 01.0s
- 03) M. Prokop/M. Ernst**  
Ford Fiesta RS WRC + 10.4s
- 04) A. Mikkelsen/A. Markkula**  
Volkswagen Polo R WRC + 17.0s
- 05) R. Kubica/M. Baran**  
Citroën DS3 RRC + 17.9s
- 06) P. Meireles/M. Castro**  
Skoda Fabia S2000 + 19.7s
- 07) R. Moura/A. Costa**  
Mitsubishi Lancer EVO IX + 20.4s
- 08) A. Lopes/V. Ferreira**  
Subaru Impreza WRX STI + 24.2s
- 09) M. Campos/L. Ramalho**  
Mitsubishi Lancer EVO IX + 24.6s
- 10) I. Nogueira/N. da Silva**  
Subaru Impreza WRX STI + 27.1s

n. motorsport. A secure car park where competing cars must be left, and where no maintenance, repairs, or enhancements may be performed.

# PARC FERMIÉ

# MORE MINI: POWER INCREASES FOR WRC AND S2000 ENGINES



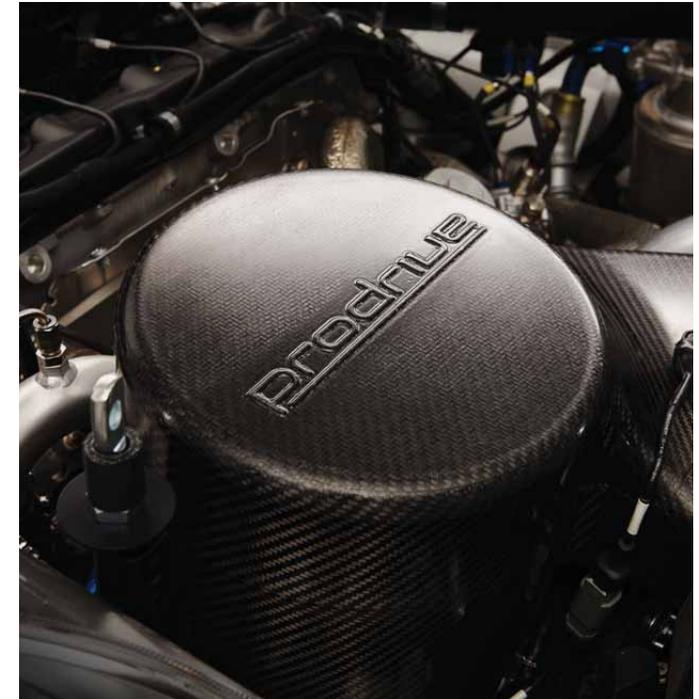
Words: **Handbrakes & Hairpins**  
Pictures: **Prodrive**

***Prodrive has introduced a significant performance upgrade to the MINI John Cooper Works engine, bringing an additional 8bhp and a similar increase in torque for the 33mm restricted World Rally Car specification unit and 5bhp for the 30mm restricted S2000.***

Working within the engine's existing homologation, the performance has been improved by increasing the compression ratio and optimising the cam timing and knock control.

Prodrive's race engine team has been working on this development since the beginning of the year. Jason Hill, chief engineer, race engines, said: "We have taken advantage of the latitude within the engine's current homologation to make some significant improvements. While the peak power and torque figures speak for themselves, the area under the power curve is much greater, and this is the most important change as it makes the engine far more responsive and flexible, something drivers will immediately notice."

The engine will be first used in competition by Michal Kosciuszko in his Lotos Team MINI WRC at Rally Portugal next week and is available as an upgrade to all existing MINI WRC and S2000 competitors with the latest specification of car. **H&H**



# CLOSING SHOT

The Goodwood "Festival of Speed" and "Revival 2013" are gaining momentum, and we at HANDBRAKES & HAIRPINS are looking forward to seeing this immaculate Group B monster rolling through the grounds. We'll always find a way to post a Group B photo...  
Picture: Newspress.

