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Issue 278 • 25 April 2013 • <http://wp.me/pkXc>

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# Your insight into the world of rally!

Issue 278 • 25 April 2013

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## 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

The second round of the 2013 South African Rally Championship took place in and around Nelspruit (see full report on pages 9 through 11), and it was a muddy, misty and slippery event. Here is technician J.C. Human working on Jean-Pierre Damseaux's Team TOTAL Toyota Auris S2000 rally machine during the event. Picture: Evan Rothman.



## **START RAMP**

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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



# BRC IN 2013: BEST OF SIX



Words: **Handbrakes & Hairpins**  
Pictures: **Jakob Ebrey Photography/Pirelli/BRC**

**Following last week's announcement that Rally North Wales will not run in 2013, organiser's of the MSA British Rally Championship (BRC) and the NGK Spark Plugs BRC Challenge have confirmed that they will not seek to replace the event and the series will be decided on the six remaining rallies.**

Mark Taylor, Manager, MSA British Rally Championship: "It was always going to be difficult for such a well supported rally, hosting four major championships, to find a replacement date at relatively short notice. It's a real shame the rally won't run this year, as it is one of the more popular events in the rally calendar.

"It's also a blow to the organising team, who have worked tirelessly over the past nine months preparing for the event. To find an alternative date at this stage would have been an almost impossible task; rather than go off half-cocked, I think this is a good decision. I have spoken to the organising team and have assured them that Rally North Wales will be a counting round of the 2014 BRC and we look forward to continuing to work closely with the club in preparing for next season."

The new opening round in the 2013 BRC calendar, the Pirelli Richard Burns Foundation Rally has confirmed that the recent change in weather, which forced Rally North Wales' original postponement, means that the Kielder stages are in pristine condition for the event next weekend. **H&M**

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



**SARC SASOL RALLY:  
CRONJE WINS AGAIN**

Words: **Handbrakes & Hairpins**

Pictures: **Evan Rothman**

***The Cronje/Houghton/Ford rally roadshow rolled on relentlessly in Mpumalanga this past weekend as reigning South African Rally Champions Mark Cronje and Robin Houghton brought their Ford Dealer Team Fiesta S2000 home in first place in an extremely wet and muddy Sasol Rally for the second year in succession. In the process, the pair increased their lead in the 2013 Championship standings after their victory in the season-opening TOTAL Rally in KwaZulu-Natal last month.***

Second after 13 special stages on Friday and Saturday in the Sabie, Graskop, White River and Nelspruit areas (two gravel stages were cancelled because of the bad weather) were former World Rally Championship contenders, Matthew Wilson and Chris Patterson revelled in the rain and mist that challenged the 43-car field throughout the rally. Driving a second Ford Dealer Team Fiesta S2000 borrowed from Cronje, Wilson and Patterson had led the rally from Cronje/Houghton after Day One's five gravel and two tarmac stages, all of which were won by the two Fords.

Cronje/Houghton added five stage wins on Day Two to the four they accumulated on Day One on their way to a 01min 11sec victory over Wilson/Patterson. Third, a further 01min 15sec back, were Leeroy Poulter/Elvéne Coetzee, who gave the brand new Castrol Team Toyota Yaris S2000 its first podium finish in only its second rally.

Henk Lategan/Barry White were fourth in a Volkswagen Sasolracing Polo S2000, arriving at the final control in the Lowveld Showgrounds in Nelspruit on Saturday afternoon 02min 26sec behind the winners. The 18-year-old Lategan, one of the rising stars of South African rallying, scored his first stage win in the premier Class with victory in the last of the day's gravel stages.

Fifth were Johnny Gemmell/Carolyn Swan in a second Castrol Toyota Yaris S2000, who had lost a lot of time on Day One after hitting a tree stump and damaging their radiator. Some consolation was winning the first gravel stage on Day Two.

Making up the top ten were Jan Habig/Robert Paisley (Basil Read Ford Fiesta S2000) in sixth place, Gugu Zulu/Carl Peskin in the leading S2000 Challenge Volkswagen Sasolracing Polo, Jean-Pierre Damseaux/Hilton Auffray (S2000 Challenge Team Total Toyota Auris), Hergen Fekken/Pierre Arries (Volkswagen Sasolracing Polo S2000) and Japie van Niekerk/Gerhard Snyman (S2000 Challenge New Africa Developments Volkswagen Polo), who won the final stage of the rally in Nelspruit.

Winners of the two-wheel drive Class S1600 were Clint Weston/Christoff Snyders (Reef Tankers Citroen C2 R2b), who finished 12th overall and just 29sec ahead of current Class Championship leaders Thilo Himmel/Armand





du Toit in a Toyota Etios R2. Third were former circuit racers Chad van Beurden/Henry Dearlove (Beurden Construction Volkswagen Polo Vivo R2) ahead of Matthew Vacy-Lyle/Schalk van Heerden (Fragram Tools Toyota RunX S1600) and Megan and brother Oliver Verlaque (Volkswagen Polo Vivo R2).

Ashley Haigh-Smith/Craig Parry (Castrol Ford Fiesta R2B) had led the Class at the end of the first day only to fall back to sixth with two stages remaining after experiencing problems.

The Sasol Rally was also the second round of the FIA African Rally Championship, which attracted three entries from outside South Africa. Current ARC champions Mohammed Essa of Zambia and Greg Stead of Zimbabwe (N4 Subaru Impreza WRX) retired after an oil pipe broke just five kilometres into the first special stage and drained the engine of all its oil. Jassy Singh/Dave Sihoka of Zambia

(N4 Subaru Impreza WRX) and Giancarlo Davite/Sylvia Windevogel of Ruwanda (N4 Mitsubishi Lancer Evo X) struggled in the unfamiliar misty conditions and finished 15th and 21st overall respectively.

The next round of the championship is the Toyota Gauteng Dealer Rally on 31 May – 1 June. **H&H**

**Final Overall Classification:**

- 01) M. Cronje/R. Houghton**  
Ford Fiesta S2000 - 02h 00m 46.6s
- 02) M. Wilson/C. Patterson**  
Ford Fiesta S2000 + 01m 09.2s
- 03) L. Poulter/E. Coetzee**  
Toyota Yaris S2000 + 02m 57.6s
- 04) H. Lategan/B. White**  
Volkswagen Polo S2000 + 03m 39.6s
- 05) J. Gemmell/C. Swan**  
Toyota Yaris S2000 + 04m 36.5s
- 06) J. Habig/R. Paisley**  
Ford Fiesta S2000 + 06m 40.4s
- 07) G. Zulu/C. Peskin**  
Volkswagen Polo Vivo S2000 + 08m 01.1s
- 08) J-P. Damseaux/H. Auffray**  
Toyota Auris S2000 + 10m 12.2s
- 09) H. Fekken/P. Arries**  
Volkswagen Polo S2000 + 10m 31.6s
- 10) J. Van Niekerk/G. Snyman**  
Volkswagen Polo Vivo S2000 + 12m 25.3s

# WRC RALLY DE PORTUGAL: PODIUMS, PHOTOS AND PRIZES





Words: **Handbrakes & Hairpins**  
 Pictures: **Eva Kovkova** exclusively for H&H

***It was a one-horse show in the World Rally Championship's Rally de Portugal two weeks ago, with Sebastien Ogier, Julien Ingrassia and the Volkswagen Motorsport Polo R WRC claiming their third successive victory of the season.***

It was an event marked by a myriad of technical problems for various crews, and unfortunately it was the Qatar M-Sport Rally Team's Mads Ostberg who should have been higher up the podium... With WRC Rally Argentina next week, this all-action series will see the competition up a level as the nine-times World Rally Champions Sebastien Loeb and Daniel Elena (Citroën Total Abu Dhabi World Rally Team) take on another event this season.

Handbrakes & Hairpins' photojournalist Eva Kovkova was in Portugal to report on the event, and this feature article showcases the complexities of this gravel rally. **H&H**





# ERC RALLY AZORES: KOPECKY ON FIRE IN 2013

Words: **Handbrakes & Hairpins**  
Picture: ERC

***There will be serious competition ahead when the FIA European Rally Championship (ERC) resumes on the Açores archipelago in the mid-Atlantic this weekend. Back on gravel following the all-asphalt round in Gran Canaria last month, the ERC runners will face 19 stages through some truly spectacular scenery and lush countryside. Covering a competitive distance of 240.79km, the roads on the island of São Miguel are characterised by their sandy surface and narrow nature.***

Undulating and with stone walls lining large sections, there is simply no margin for error, particularly on the Sete Cidades stage, which includes a charge along the rim of a volcanic crater lake. With a changeable climate, tyre choice and car set-up can play a key role as can road position.

Thursday's route features four stages and concludes with the 2.20km Grupo Marques Super Special Stage constructed in a quarry where drivers compete against each other in pairs. On Friday, crews head to the west of São Miguel for eight stages with a further seven to the east on Saturday, the longest day of the rally at 111.15km.

Thirteen Super 2000-category cars will do battle for ERC glory on SATA Rallye Açores. Czech Republic's Jan Kopecký, who leads the standings on the back of wins in Austria and Spain is the top seed for Skoda Motorsport followed by Peugeot Rally Academy's Irish talent Craig Breen and promising Czech privateer Jan Černý in a Fabia S2000.

Robert Kubica from Poland, who is making his first start in the ERC on gravel, is next up in his Citroën DS3 RRC with Frenchman Bryan Bouffier the fifth seed in a Peugeot 207 S2000. Ricardo Moura, the multiple Azorean champion, switches from his familiar Mitsubishi Lancer to a Fabia S2000. He's the sixth seed ahead of German champion Mark



Wallenwein and Portuguese Peugeot ace Bruno Măgalhaes, a double Açores winner.

Seeded ninth, Jérémie Ancian will be driving his 207 on gravel for the first time, while the highly capable Bernardo Sousa has a Ford Fiesta RRC at his disposal. Jean-Michel Raoux makes his long-awaited ERC debut in a 207 and is seeded 11th. Antonín Tlusták heads the GPD Mit Metal Racing attack, one place behind 12th seed Janós Puskádi of Eurosol Racing Team Hungary.

In the ERC Production Car Cup, GPD Mit Metal's Jaroslav Orsák has upgraded to an R4-specificaiton Mitsubishi for a rare start on gravel. Napoca Rally Academy's Marco Tempestini (Subaru Impreza) and emerging Ukrainian talent Vitality Pushkar will both be out to impress as will

top Portuguese Miguel Barbosa, Edwin Keleti of Romania, Russian driver Artem Nazarov and Marco Tempestini's teenage son Simone.

Eurosol-Honda Civic Type R's Zoltán Besseney will be bidding to preserve his lead of the ERC 2WD Championship but the Hungarian will face strong opposition from Austrian Renault Clio driver Hannes Danzinger, Suzuki pilot Hermann Neubauer and Frenchman Stéphane Lefebvre, who completes the Peugeot Rally Academy entry in a 208 R2. Henrique Moniz is the reigning Azorean two-wheel-drive champion, while Australian Molly Taylor will begin her bid for ERC Ladies' Trophy silverware against Bulgaria's Ekaterina Stratieva. **H&H**

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

# PARC FERMIÉ

# POWER FOR PIKES PEAK: PEUGEOT REVEALS MORE INFO

Words: **Handbrakes & Hairpins**  
Pictures: **Peugeot Sport**

**Peugeot Sport has pulled no punches in its bid to provide Sebastien Loeb with a singularly awesome machine for the 2013 Pike Peak Hill Climb on 30 June. The 208 T16 Pikes Peak in which the driver who has dominated world class rallying for the past decade will attempt to become the 'King of The Peak' boasts a power output of 875 horsepower, tips the scales at just 875kg, and benefits from all-wheel drive, plus a spectacular aerodynamic package.**

The mission of any race car designer is to juggle with the restrictions and constraints dictated by the regulations in areas like height, the forms of the body, the size and location of the powerplant, etc. It's a stimulating challenge, of course, yet it can also be highly frustrating at times. Deep down, engineers have just one desire, to sweep the table clear of the rule books and design the ultimate, no-holds-barred machine with just one objective in mind: the quest for absolute performance.

The Pikes Peak Hill Climb is the only race in the world that permits the fantasy of freeing the beast that lurks at the back of every engineer's mind to become reality! The very mention of the event and its celebrated 'Unlimited' Class is enough to bring a twinkle to the eyes of any designer. "Your imagination is the only limit when you set out to design a car for Pikes Peak," grins Jean-Christophe Pallier, the Peugeot Sport engineer tasked with the 208 T16 Pikes Peak project. "Designing this car was a tremendously rewarding experience, even though we still had to take the 'time' factor into account..."

The giddy altitudes visited by the Colorado hill climb present a unique technical challenge: that of ensuring





the engines are able to breathe as freely as possible in the rarefied air. "In the case of a normally-aspirated engine, you basically lose one percent of the available power every 100 metres you climb," notes Peugeot Sport Director Bruno Famin. This is a fundamental parameter that has to be taken into account for this race which starts at an altitude of 2,865 metres and finishes at 4,301 metres! By the time they reach the start line, certain engines automatically shed some 30 percent of their potential. A powerful engine is consequently essential because there can be no question of Sebastien Loeb lacking power on the day.

Peugeot Sport's answer is a derivative of the bi-turbo V6 which was designed for endurance racing. With this 875-horsepower powerplant under the bonnet, the 208 T16 Pikes Peak will boast even more power than a Formula 1! It goes without saying that it will be the most powerful car ever driven by world rallying's multiple champion. This will be motorsport in the extreme, especially since the guard rails that are a hallmark of traditional circuits make way for steep drops in the case of the Pikes Peak Hill Climb.

In its bid to reach out to the clouds, Peugeot Sport has also paid careful attention to providing Loeb with a particularly lightweight car. "We've shaved it down to 875kg," observes Jean-Christophe Pallier. "As a result, we have achieved the magic and symbolic power-to-weight ratio of 1:1!" Meanwhile, to be sure that the car's handling is as agile as possible, the weight distribution of the tubular-framed machine has been meticulously fine-tuned, with the engine sitting in a mid-rear position, like the famous Group B rally cars of the 1980s and like endurance racing prototypes.

The 208 T16 Pikes Peak effectively shares its genes with those of the Le Mans 24 Hours-winning 908 in several areas. Indeed, last year's Pikes Peak took place for the first time on an entirely asphalted course, so the machine conceived by Peugeot Sport is practically an out-and-out endurance racing prototype. Common areas include the running gear, brakes and aerodynamic features like the air-intake and the spectacular two-metre wide rear wing which was originally used for the first-generation 908 HDi FAP.



Unfortunately, there weren't any wider options in stock!

Also like that of a Le Mans car, the 208's aerodynamic package has been meticulously honed. "We believe efficient aerodynamics can give us a competitive edge over our rivals," notes Jean-Christophe Pallier. "The speeds reached during the ascension range from 50 to 240kph, and aerodynamics play a key role from 100kph." The 208 T16 Pikes Peak's hallmark rear wing and front splitter are not only extremely spectacular, but they are also awesomely efficient, in addition to bestowing the car with a truly beast-like stance. Meanwhile, although invisible, the design of the car's under-tray is responsible for generating almost half the car's downforce.

Last but by no means least, the Peugeot 208 T16 Pikes Peak sits on bespoke Michelin tyres which provide the four driven wheels with invaluable grip. To tackle the 156 turns that stand between Loeb and the Colorado clouds, the most successful driver in rallying history will most definitely benefit from one of the most potent purpose-engineered cars ever designed for motorsport! **H&H**

# CLOSING SHOT

Matthew Wilson and Chris Patterson joined the Ford Dealer Team in a Ford Fiesta S2000 for a one-off event in second Ford Fiesta S2000 of Mark Cronje. Matthew's father, M-Sport principal Malcolm, was in attendance at the Sasol Rally too to give the event an enhanced appeal. He is Rallying's Royalty, after all, and it was an honour to report on an event in South Africa with Matthew in competition. Picture: Evan Rothman.

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 MATTHEW

WILSON

0+

 CHRIS

PATTERSON

0+