

2nd Kwik-Fit Bredasdorp Rally

Witzezenberg Motorklub

Sizzling Bredasdorp Opener

20 February 2010

Global warming took on a new perspective when the sun parked itself directly above the Overberg town of Bredasdorp on Saturday 20 February 2010. Twenty rally cars and forty live and colourful saunas (alias overheating drivers and navigators in nomex) really allowing for a fresh “very hot” air of expectancy before the start of round 1 of the Western Province Rally Championship for 2010.

Kwik-Fit Bredasdorp not only retaining their title sponsorship of the event but thanks to a sterling effort the event received good marketing via Jurgen Lesch and the Flames Pub and Grill prizegiving venue of Suna Lesch will undoubtedly become a rally institution! Even the new format Suidernuus newspaper attracted comment and will hopefully feature more motorsport this year.

What a surprise to arrive at Kwik-Fit Bredasdorp to find a brand new Porsche Panamera in front of the scrutineering bay. Just recently named the firm favourite acquisition by the MMWC (Main Manne Wot Count) it certainly attracted much deserved attention. A stroll through the “pits” left a very positive vibe about regional rallying despite the obvious economic restraints. Lance and Rosemarie Maytham as a always the backbone of this event and the 259.41km route would prove quite a challenge.

Jean-Pierre Damseaux and Carolyn Swan got down to serious business and simply annihilated the field in preparation for their national campaign in the S2000 / S5 Team Total Evoluzione Toyota Run X RSi 2.0 4x4. Now running as number seven the popular Somerset West driver set to impress in 2010 as bad luck simply has to stop sometime. The presence of 10 time SA and 17 time WP champion driver, Serge Damseaux, kept the Total team on edge and their commitment was clearly visible. Expect to see the Damseaux name return to the podium.

The 2009 Junior Western Province Champions, Thorsten “Pau” Pey and Mark “Dipse” Palmer, arrived armed with a pink Teletubby strapped to the roof vent of the S4 Winning Business Solutions / Forsdicks Tyger Valley WBMK BMW 325i and whilst those present were pondering the new, softer, pink approach the now much wiser Medulla Palmer saw to it that the almost invincible Beemer maintained it’s status as the best rear wheel drive car in the Western Cape by actually beating all the front wheel drive cars to second place overall. Thorsten admittedly scared himself once or twice, but really revels in the Overberg. A stupendous drive by the Teletubbies!

Sharing the opening stage win with the S2000 Run X looked extremely impressive but the latter suffered a puncture. Times on stage six puts matters in better perspective and even so the BMW was most impressive.

Charl Strydom and Sakkie “no voice” Bosman returned to the fray and the always immaculately prepared Sabre Paints CPMCC class A6 / S3 VW Polo 1.6i gradually stepped up in pace. Hopefully Sakkie will soon have his voice back and it is expected that this team will be doing every round of the 2010 championship. Third overall on their return well deserved. With CPMCC 100 years young this year their presence on the podium certainly had Bill Bright in high “spirits”. Abduraghman Amlay and Garth Ritsch made their debut as a team in the rapid class N3 / S4 Amlay Motorsport CCMCC Toyota Run X RSi 1.8 and though they obviously enjoyed their event the fact that they arrived at the halfway service park with the engine VVT hiding in the sump did slow their pace.

Kesevan Naidoo and Daniël Blaser missed the oval gate but still managed to part company with the front bumper of their class S3 Feightmore CCMCC Toyota Conquest RSi 1600, officially claiming that it improved cooling of the crew and increased engine power. Beating their Conquest rivals was impressive and fifth overall was very satisfying on this high speed event. Team George was taking strain in the extreme heat. André George and George du Toit could not take in enough liquid to cool themselves whilst the trusty class S3 Flying Fridge CPMCC Toyota Conquest RSi 1600 proved as consistent as ever in sixth overall. Flying Fridge vs Overheating (better have a word with sponsor).

Stefanie and Willem Hugo had a mixed day of encouragement and disappointment. The disappointment came in the form of a left driveshaft that would simply dislodge itself from the gearbox. Sorting the car and gaining valuable seat time they persevered, posting good times on every clean stage with the Wiel / Select Cars class A6 / S3 WBMK Toyota Corolla RXi 1.6.

Shaun Jones and Ian Thebus encountered some interesting obstacles along the route when instructions arrived somewhat slower than the pace at which they happened to be travelling. Shaun is not known to be fond of the middle pedal on any car and the almost silent class S5 (do not know why it qualifies in this class) CPMCC VW Polo TDi only comes alive when the rather heavy right foot is buried in the corner. Should be an interesting combination to watch once the revitalised “nartjie” returns from Dynotech with turbocharged 4x4 propulsion. Eighth overall still managed to keep a smile on their faces though.

Newcomers, Divan de Goede and Henry Köhne, once again did themselves proud by finishing ninth overall in their ex-Wessel Venter class N2 / S3 CPMCC Toyota Corolla RSi 1.6. Taking matters in their stride the only hiccup occurred when the navigators electric window guide failed. They finished the event decidedly more dusty than they had planned. Good news was that the surprise Panamera also led to two more newcomers in the sport as brothers, Sebastiaan and Daniël Klaasen, completed their debut rally in tenth overall with the ex-Stephan van Dyk class N4 / S5 CPMCC Subaru Impreza STi Turbo 4x4. Wisely taking matters rather calmly it was also evident that this car was not in mint spec.

Running on just three cylinders for most of the day Paul-Hendrik Franken displayed maturity by nursing his obviously ailing class S2 WBMK VW Golf CSL 1600 to an eventual eleventh spot overall. Uwe Pey the ever cheerful navigator and a class win despite a torrid time was most rewarding for the young Gansbaai driver. The final team home Gavin Grierson and Darren van Greunen in the popular tail wagging class S4 CPMCC Nissan Skyline 2.8 GTX.

Ettiene du Toit and Patrick Vermaak were really excited about their debut in the ex-Huchison class A7 / S5 Toyota Run X RSi 2.0 20v and with just a short drive on public roads as experience they wisely opted to treat the Ugly Duckling Filmset Rental entry with gloves on. Unfortunately their lack of seat time in the Silver Dream Racer was to unseat them as early as stage one when a simple electrical problem saw them stranded 2.31km into SS1. Trying a variety of settings on their new toy the team continued until they were time barred at the halfway service park. Possibly a wise decision as the Run X was developing a serious appetite for oil. After many years in production based cars it was really an absolute joy to tackle a stage in what can only be termed a real rally car. Cannot wait for the next event!

Martin Esterhuysen and Paul van Greunen were heading for a podium finish when the left rear suspension on the class S4 WBMK Nissan Sentra 200STi failed in a high speed sweep which saw the hapless crew roll quite spectacularly in SS6. Being rather solid countryside both crew members suffered a few cuts and bruises but by prizegiving a Sabre body had been sourced and they were planning their return in the Toyota Dealer Rally.

Warren Scholtz and Justin Gay also impressed with a determined effort in their class S3 VW Polo 1.8 but sadly they ran out of gears after SS5. Jerry Bailey and Brian Hoskins were really looking forward to a good event as many hours have gone into preparing this class A5 / S1 WPMC VW Golf Chico 1.4i. This is motorsport though and overheating saw them vanish after SS4. Slowing down they became quite a challenge to pass as Ettiene du Toit and Patrick Vermaak caught up with them approaching the yump made famous by Jon Williams.

Fortunately it saved the Toyota crew from having to take this now much higher yump flatout and it was somehow pleasing to think “eat our dust” when eventually squeezing past the veterans. (Okay, I accept the fact that this little personal pleasure will be used against me somewhere in the future)

Llewellyn Jones and Christopher Pichon retired the class S5 CPMCC VW Golf IV TDi 2.0 with a broken brake disc after SS3 and overheating saw the demise of the Derrick Benjamin and Jody Eadie class S4 CCMCC VW Polo 2.0 after SS2. Harry Giliomee and Fritz Blom made it through SS1 before their neat class S3 WBMK Toyota Corolla Bredvan 1800 developed terminal fuel pump problems.

Ashley Haigh-Smith and Hilton Auffray had an even shorter event in the much improved REACT Marketing class A5 / S2 CPMCC Toyota Yaris 1.3 when a spring broke in the throttle body enroute to SS1. Albertus Loubser eventually fixed the problem and they served clear notice of what the VW crews could expect before they too were time-barred from the event.

With the German Airforce completing missile tests nearby the Overberg really found itself in the news again and this event looks set to become even bigger and better in 2011. Rallying in the Western Cape holds great promise for 2010.

Leon Esterhuysen drove the 00 Mazda Rustler with Johann and Petra Zulch as always in the 0 Toyota Hilux and the Follow-up Chrysler Neon had Lance and Rosemarie Maytham in command. Pieter Hugo, Stefan Brand and Jean van der Westhuizen the much valued Arrowing and Pick-Up crew. The latter three really doing a fantastic job in the searing heat.

Patrick Vermaak

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