

18th May 1963



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**South African 6 Hours
18th May 1963**

VALVOLINE—THE SUPERIOR MOTOR OIL

Event No. 6

First Natal Six Hour Production and Sports Car Race

No.	Driver.	Sponsored by	Car.	Town.	Mileage.
1	R. F. Barnard A. J. Ferguson	Kingsley & Marais (Pty.) Ltd.	Austin Healy 100	Pretoria	363.73 miles
2	R. Hudson C. M. Ferguson		Austin Healy 100	Joh'burg	363.73 "
3	R. A. Hudson J. D. B. Myers		Austin Healy 100	Joh'burg	363.73 "
5	H. Hayes		Triumph TR2	Durban	360.53 "
6	C. Annesley M. Whitam		M.G.A.	Salisbury	346.78 "
7	W. L. C. Miller R. McDowell	McCarthy Rodway, Ltd.	M.G.A.	Durban	346.78 "
8	D. D. Cockerell R. Wright		Peugeot 203	Durban	305.66 "
9	A. K. C. Reynolds E. C. K. Johnson		Zephyr	Durban	298.54 "
10	F. E. Blewett D. E. Jennings	Model Garage, C.P.	Borgward	Cape Town	298.44 "
11	M. Hutchons H. L. Pierce	Forsdick Motors	Austin A50	Durban	297.66 "
12	J. A. Gompels D. G. Davis		Fiat 1100	Durban	282.07 "
14	L. D. Dettmer D. S. Dettmer		Standard 10	Durban	273.10 "
15	W. E. Walters H. J. J. Hall		Ford Prefect	Durban	272.47 "
16	R. M. Topman M. Robertshaw	McCarthy Rodway, Ltd.	Morris Minor	Durban	259.49 "
17	H. Cowley D. Illing		Renault	Durban	258.49 "
18	J. H. Bailey D. Hansen		Morris Minor	Durban	242.33 "

Note.—Index Mileage Subject to Scrutiny.



THE SPORT

only announced on the Tuesday following the race.

RESULTS

6-hour Race:

Overall distance: 1. Le Roux/Coetzer, Lola Climax, 396.23 miles. 2. Niemann bros., Lotus 7, 391.27 miles. 3. Wingels/Markham, Volvo B18, 372.89 miles. 4. Truter/Emond, Healey 3000, 366.83 miles. 5. Conchie/Adler, Fiat 1500, 366.78 miles. 6. Fraser-Jones/Griffith, Jag. 3-8, 363.96 miles.

Index of Performance: 1. Marais/Williamson, Volvo 444, 110.24 per cent.

Lola-Lotus duel in the first **MARITZBURG 6-HOUR RACE**

Report: **LEN DE VILLIERS**

Pictures: **ALTON BERNSTEIN**

THE story of the Pietermaritzburg 6-hours Endurance Race held at the Roy Hesketh Circuit on May 18 is one of triumph for the organizers and tremendous excitement for the spectators.

The result was always in doubt, right up to the end, so much so that not even the lap scorers were certain as to who had won; le Roux in the Lola Climax or Niemann in the fastest Lotus 7 I have ever seen.

In perfect Natal winter weather, and with nearly 10,000 spectators packing the circuit, 34 cars lined up on the starting grid. When the starter's flag fell, the roaring phalanx of cars streaked away from the grid and hurtled into the first bend, the left-handed Quarry Curve, with le Roux's Lola Climax already in the lead, having had pole position on the grid. Hard on his heels came the Brian Pole TR3A followed by the Fraser-Jones Jaguar and Viljoen's Sprite, with the rest of the field beginning to string out behind.

Niemann's "flying bomb" gave early warning of what was to come as the green projectile overtook car after car in his endeavour to catch the Lola.

By the end of the first hour several cars, including the Gene Bosman Opel Rekord and Meyer Botha's TVR Grantura, had retired with mechanical trouble and the rest of the field was settling down for the long battle ahead.

At the 29th lap Niemann had not only caught le Roux and passed him but lapped the Lola and held a commanding lead. With approximately 2 hours gone the Lotus had built up a 4-lap lead over the Lola and Fraser-Jones was in 3rd place, two laps behind le Roux, followed by Wingels (Volvo) and Truter (Healey 3000).

Niemann's lead was soon cut down however, when he was forced to pull into the pits with a cracked sump, where the fastest welding job I've ever seen had him back in the hunt with the minimum delay.

Le Roux was driving the Lola brilliantly and throughout the race he and co-driver Gert Coetzer never put a wheel wrong, in spite of the knowledge that Niemann was rapidly narrowing the gap between the two cars and was so very much faster.

And so, on into the night with headlamps

Niemann, in the Lotus 7, looks for an opening in the early stages of the race.

The Fraser Jones-Griffith Jag. had oil seal trouble which caused rear end smoke on bends.



and spots blazing and no apparent slackening of speed. The two Renault Dauphines had the misfortune to roll after motoring extremely well and Niemann again had a spot of bother when avoiding one of the Dauphines as he came out of the Sweep.

The Lotus was forced to take to the bush and lost a wheel in the process. Out jumped Brausch and, after sprinting down the straight almost as fast as his Lotus could travel, grabbing spare wheel and spanner dashed back to effect a very rapid change and streak after the Lola which by now had built up a useful lead.

With excitement mounting the race drew to a close, and as 8.30 p.m. approached everyone was asking the same question: "Will Niemann catch le Roux?" When the red flare was fired at about 8.37 p.m., le Roux took the chequered flag a scant 10 seconds ahead of the Lotus 7. In fact, so close was the finish that not even the official lap scorers could make up their minds as to who had won and the official results were

2. Conchie/Adler, Fiat 1500, 109.97 per cent. 3. Wingels/Markham, Volvo B18, 102.43 per cent. 4. Niemann Bros., Lotus 7, 100.66 per cent. 5. Wildner/Clapham, B.M.W., 98.71 per cent. 6. Truter/Emond, Healey 3000, 98.13 per cent.

Class Awards: Sports cars: 1001-1600 c.c., Lola Climax, Le Roux/Coetzer, 1601-3000, TR3A, Pole/Wilson.

Special class over 3000 c.c. and over 3 litre—Jag. 3-8, Fraser-Jones/Griffith.

G.T. Cars: 1001-1600 c.c., Sunbeam Alpine (West/Kemp), 1601-3000, Healey 3000 (Truter/Emond).

Touring cars assimilated to G.T.: 1001-1600, Ter Wolbeek/Lewis (Peugeot 203), 1601-3000, Wingels/Markham (Volvo B18).

Improved Touring Cars: 501-1000 c.c., Wildner/Clapham (B.M.W.), 1001-1600, Conchie/Adler (Fiat 1500).

Team Award: Sports car club: Volvo B18 and Volvo 444. ●

Le Roux in the Lola-Climax was moving smoothly and fast.

