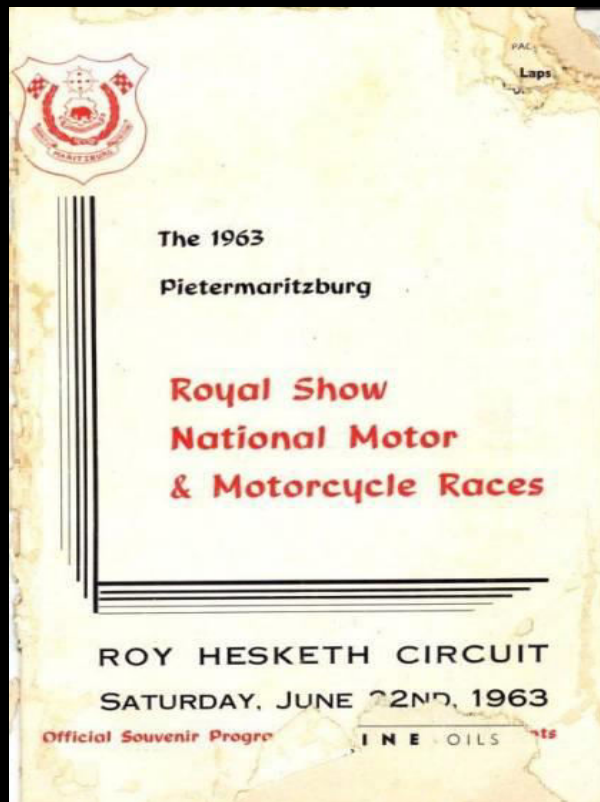


22<sup>nd</sup> June 1963



Programme

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## THE SPORT

# Victory to Syd in Hesketh

# ROYAL SHOW RACE

Report: L. SYMONS



The battle for the lead soon after the start, with Serrurier trying to get past Van der Vyver on the inside, and Love nearly hidden between them.

Pictures: A. L. BERNSTEIN

**T**HE Roy Hesketh Circuit at Pietermaritzburg is one of the most attractive and interesting we have, and the racing which took place there during the Royal Show meeting on June 22 did justice to its setting.

Perhaps the champagne donated by the House of Santhagens for the first two in each event had something to do with it, but, whatever the reason, it was certainly a day of excellent and exciting racing.

In the F1 Championship race the Lotus-Climax V8 carried "Uncle Syd" van der Vyver to his first victory for many months and brought him up to third place in the championship table with 21 points. Ernest Pieterse scored a well-deserved six points for second place, to make his total 27 and open up the Championship still further. Neville Lederle did not race because of the death of his father two days before the meeting, so his total remained at 43.

Once again, though — as at Kyalami two weeks earlier — John Love of Bulawayo was both the star of the meeting and the unluckiest driver. Once again sheer ill-luck robbed him of probable victory, and a certain second place, and once again he refused to give up.

He shared the front row of the grid with Syd and Doug Serrurier, and as they went through the kink in the straight about 100 yards from the start he was tucked in beside Syd, with Doug trying to get through on the inside. By the time they came up Beacon Hill Doug had made it into second place, and at the end of Lap 1 the order was Syd, Doug, Love, Pieterse, Blokdyk (Cooper-Alfa), the incredible Brausch Niemann in the Lotus 7, and Clive Trundell (Cooper-Climax).

Things stayed as they were for the next three laps, though on the third lap Van Rooyen's car began dropping oil to make things more interesting, but on the fifth lap Love passed Doug going into Quarry, was re-passed briefly, and was firmly in second place, with his sights on Syd, at the end of the lap. Behind him Pieterse and Blokdyk moved up on Doug to take up the argument where he had left it, and on lap 10 Holme spun on the oil which now lay from BP Bend, up around Beacon Hill and into the Sweep, smote the kerb, and added the contents of his sump.

This was all making things rather tricky, to put it mildly, but Love did not seem at all perturbed.

He steadily continued increasing the pressure on Syd, whose Lotus was taking handfuls of handling — in every sense — and in the 14th of the 56 laps passed him into first place. But it was only for a moment. His engine developed a mis, and a lap later he was in his pit. A change of plugs, which did not help, cost him a lap, and a lap later he was back again. Another five laps were lost before the trouble was traced to a cracked distributor rotor.

This did not ease the pressure on Syd, however. Pieterse, who had passed Serrurier and so found himself second when Love stopped, took over where the Rhodesian had left off, and Serrurier was not far behind. Suddenly, in the 17th lap, both of them had got past and Syd was back in third place. It took another two laps for him to get back into second place and then use the acceleration of the V8 to re-pass Pieterse on the back straight, and as the race approached the half-way mark there was still less than five seconds separating the first three. So hot was the pace that in the 25th lap Syd lapped Clive Trundell, who was in fifth place and going well.

By this time Love was back on the track and, though he clearly had no hope of catching the leaders unless they too had trouble, set out to see if he could pass everyone else on the track at least once in the remaining 30 laps. He did.

Lapping consistently, on the oil-soaked track a half-second faster than Syd, and very close to the lap record, he finally passed Syd down the main straight with six laps to go — but of course was still laps behind in actual distance covered — after a remarkable and masterly display.

Though in the closing stages it was clear that nobody was going to catch anybody — barring accidents — nobody was taking it too easily either. Syd was continuing to lap steadily at about 80 m.p.h., with Ernest and Doug little slower. And in fourth place was Brausch Niemann in his unbelievable two-seater sports Lotus 7.

The supporting races, one of which counted towards the Natal saloon car championship and another for the Sports and G.T. Championship, were as good as the main event.

South Africa's first Lotus Cortina, which will be driven in races by Nick Kingswill, made its first competition appearance in the saloon car event. It is undoubtedly going

to cause quite a shake-up when the changes of tyres, gear-ratios and so on required to get it from "touring" into full racing trim are complete, but they were not in that stage yet and, though it led from the start, Peter Markham had got his very potent Volvo 122S in front by the end of the first lap and had no real difficulty in staying there.

Behind them there was a race-long duel between Conchie's Fiat 1500, sounding very standard, and Rob Topman's Super Minx, sounding very unstandard, which Conchie won, and a similar dice between Clapham's Saab and McGillevie's Mini, which the Mini won.

Brausch Niemann, raising a puff of white-wash from the new kerbing inside Angels on nearly every lap, led for the first half of the Sports and G.T. event, but then Kingswill passed, was re-passed, and the game was on — until Kingswill went off at Quarry, losing over a minute, and was out for good with a burst radiator hose a few laps later. Le Roux's handling of the Lola Climax seemed rather shaky at first but he managed to pass Rowe's Dart Peugeot on the inside in Angels in a very dicy moment. This duel lasted to the end, with Le Roux winning after seeming to get the hang of the Lola once again.

In the final invitation race, in which most of the cars from these two events, which were still fit, took part, Brausch's young brother Jurgen showed that it runs in the family by taking over the Lotus and leading from start to finish.

### RESULTS

**Royal Show F1 Race** (56 laps, about 101 miles): 1. S. D. van der Vyver, Lotus-Climax V8. 2. E. Pieterse, Lotus-Climax 4. 3. L. D. Serrurier, L.D.S.-Alfa. 4. B. Niemann, Lotus 7 Ford. 5. C. Trundell, Cooper-Climax. 6. A. Blignaut, Cooper-Climax.

**Saloon Car Race** (15 laps, about 27 miles): **Overall:** 1. P. Markham, Volvo 122S B18. 2. N. Kingswill, Lotus Cortina. 3. J. R. Conchie, Fiat 1500. **Class T:** P. Markham. **Class V:** L. du Plessis, Morris Minor. **Class W:** G. McGillevie, Morris 850. **Class X:** J. Conchie. **Class Z:** D. Clapham, Saab.

**Sports and G.T. Race** (15 laps): **Overall:** 1. B. Niemann, Lotus 7 Ford. 2. H. le Roux, Lola Climax. 3. J. Rowe, Dart Peugeot. **Class A:** B. Niemann. **Class B:** H. le Roux. **Class C:** C. Kockmoer, Gussul Spl. **Class D:** B. Pole, TR3A. **Class E:** J. Truter, Sunbeam Alpine.

**Invitation Race** (15 laps): 1. J. Niemann, Lotus 7 Ford. 2. N. Kingswill, Lotus Cortina. 3. H. le Roux, Lola Climax. ●