

2<sup>nd</sup> February 1964

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**Dickie Dale Memorial**

**2nd February 1964**



**Koos Swanepoel (Lotus-Cortina FR) fastest in practice by 3 sec., had a runaway win in the saloon car event.**

The Sports and G.T. series was, however, something of an anti-climax, as only 12 cars were at the start. Class B was weakened by the absence of Steve Mellet (Lotus VII) and A. Weigels (Lotus XI), but the second heat was brightened by a good tussle between John Rowe (1600 Dart Peugeot) and Ray Emond, in a Campbell Racing Stable 1475 Dart Ford. Rowe won by a second, but his 21 sec. deficit in the first heat left Emond an easy overall victor.

In Class C, another Campbell Dart Ford — this time a 1098 version driven by Neville Smith, won easily, while there was no opposition for Brausch Niemann (Cor-

# Swanepoel and Gous win at the **DICKIE DALE MEMORIAL** meeting

Report: P. E. G. GIBSON Pictures: D. METCALFE

ONCE in a while, a motor sport gathering hits the jackpot, and this was the case in the Dickie Dale Memorial meeting on Pietermaritzburg's Roy Hesketh circuit. There was no Formula One race, and the pre-meeting publicity of the organizers, the Maritzburg Motor Cycle and Car Club, had not been particularly good.

But the alluring bait of Sports G.T. and Saloon car championship racing was sufficient to draw an excellent crowd.

Further, an experiment of reducing gate charges to 40c for adults and 10c for children, with car parking free, proved an unqualified success.

Biggest disappointment of the day was the withdrawal of the Superformance Lotus Cortina at the hands of Basil van Rooyen. It had set the second fastest practice time of 1 min. 31 sec. (71.34 m.p.h.) and seemed set for battle royal with Koos Swanepoel's Dart Service Station Cortina, which had done 1 min. 28 sec. (73.77 m.p.h.).

But the exertion of practice proved too much for the Rand car, which sustained a warped cylinder head, and, in spite of a Saturday night spent machining, could not be readied for the next day.

When the 18 starters went to the line for the first 12-lap heat of the saloon car, Van Rooyen was driving a Volvo 122S-B18, but as this was not officially entered and was the only starter in Class W, it is doubtful whether the R.A.C. will give him credit for an inevitable class win.

At the starter's flag, Swanepoel leapt ahead from his pole position, and, driving immaculately, stayed there until the end. The only suggestion of a serious challenge came from Brausch Niemann, in the ex-Willmet Cortina G.T., entered by Colin Hedge.

But Niemann, in spite of his great local knowledge, could never bring the lower-capacity G.T. to the fore, and lost a consistent second a lap, but finished second.

There was a good dice for third place in Class X between Nick Kingwill (Alfa Romeo Giulia) and John Hall in the Grosvenor Motors 1600 Cortina, with the former taking the first heat honours by three seconds.

The only other class competed, Z, saw Natal Saloon champion, Garth McGillevie, get the better of a duel between his much-hotted Mini Morris and the Lawson Organization's almost equally fast Renault Gordini driven by Arnold Chatz.

Tony Dekker, in the Hooper Motors Renault 1093, was well in the picture until a spectacular shunt in his sixth lap put paid to his efforts.

## DICKIE DALE MEMORIAL

meeting

Right on form, Dawie Gous (Porsche Spyder RS) took overall win and class points in the sports car championship.



### THE SPORT

The second heat of the race was almost a replica, except for the third position in Class X, where Hall's Cortina went very much better, and Kingwill dropped back to fifth place behind Rob Topman (Hillman Super Minx). In the eighth lap, McGillevie's Mini began to lay a smoke screen, and he withdrew, to leave Chatz a comfortable winner.

Thus, the overall placings were Swanepoel, Niemann and Hall in Class X, and in Class Z, the order was Chatz, Tony Woodley (Mini Morris) and Dekker.

The sports and G.T. race, also over two 12-lap heats, the most memorable thing was the battle between Dawie Gous (Porsche Spyder RS) and Adrian Pheiffer (Lotus XXIII Alfa), in Class A.

After some preliminary skirmishing, the almost-ugly looking Porsche was taken to the van and kept there. Lapping consistently in 1 min. 23 sec., Gous never looked like being beaten, and comfortably took both heats. Any hope that Pheiffer might have had in the second was dashed, when he did a piece of farming that could well have earned him a prize from the S.A. Agricultural Union.

tina G.T.) nor for Lawrence Hoo-Foster (M.G.A.) in D and E classes respectively.

The Pat Fairfield Memorial Formula Libre car handicap resulted in a comfortable win for Gordon Henderson (Scorpion Alfa) from Bernard Podmore (Lotus Ford), but only bad luck on the latter's part — he had been started 20 seconds late, and this had not been signalled to him — prevented an exciting finish. Ken Roffey, in a rather fast TR3A Special, was third.

### RESULTS

(Subject to Confirmation)

**Saloon Car Class Championship, 2 heats (each 12 laps): Class X:** 1. J. Swanepoel (Lotus Cortina) 37 min. 20 sec. 2. R. Niemann (G.T. Cortina) 37 min. 43 sec. 3. J. Hall (Cortina) 38 min. 30 sec. **Class Z:** 1. A. Chatz (Renault Gordini) 41 min. 31 sec. 2. A. Woodley (Mini Morris) 42 min. 15 sec. 3. T. Dekker (Renault 1093) 42 min. 39 sec. **Class Y:** 1. B. Raubenheimer (Opel Kadett) — only entrant. **Class W:** 1. B. van Rooyen (Volvo 122S) — only entrant.

**Sports and G.T. Class Championship, 2 heats (each 12 laps): Class A:** 1. D. Gous (Porsche Spyder RS) 32 min. 49 sec. 2. A. Pheiffer (Lotus XXIII Alfa) 34 min. 34 sec. **Class B:** 1. R. Emond (Dart Ford) 35 min. 29 sec. 2. J. Rowe (Dart Peugeot) 35 min. 40 sec. 3. J. Truter (Dart Ford) 36 min. 38 sec. **Class C:** N. R. Smith (Dart Ford) only finisher. **Class D:** B. Niemann (Cortina G.T.) only finisher. **Class E:** L. Hoo-Foster (M.G.A.) only finisher. ●