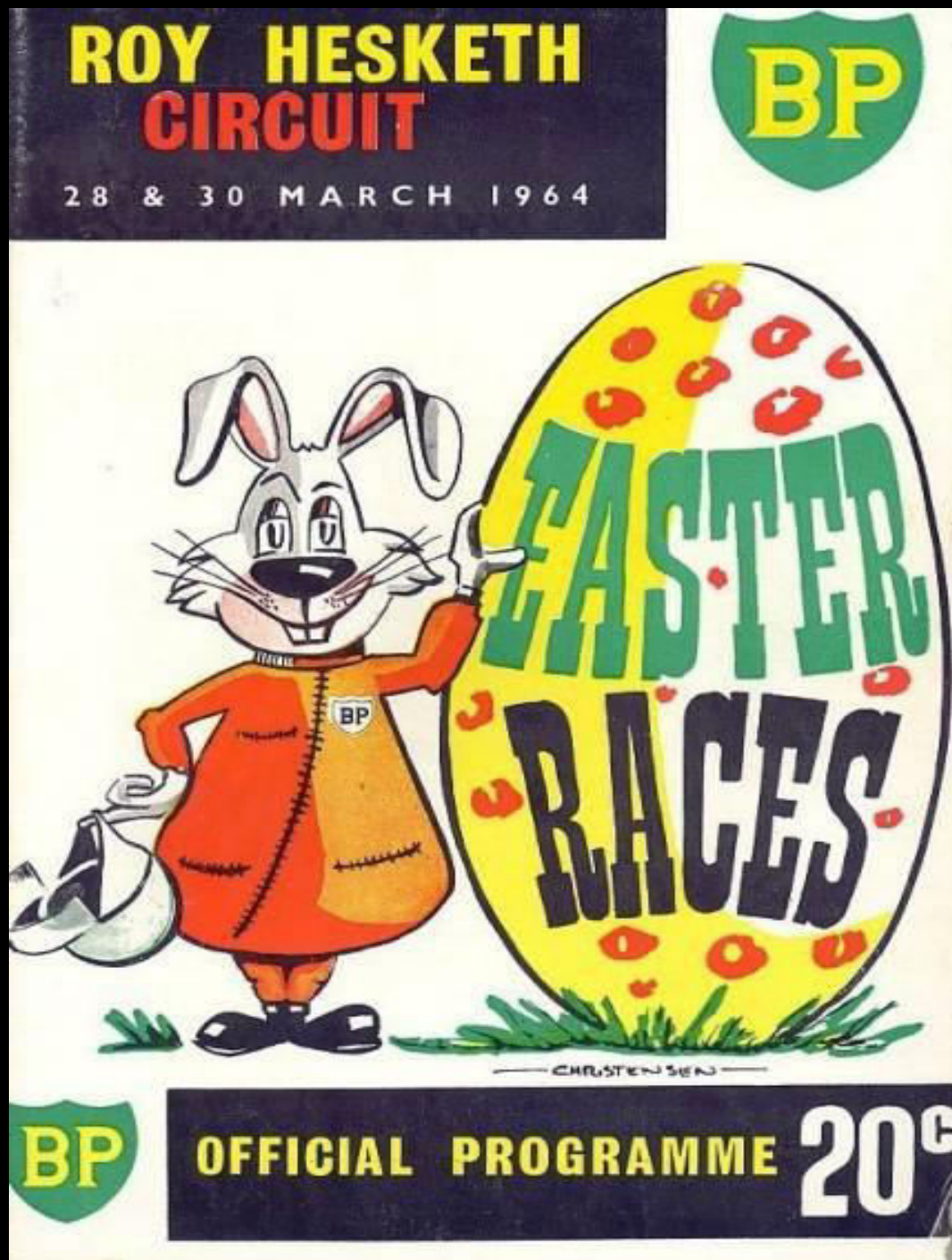


28<sup>th</sup> & 30<sup>th</sup> March 1964



# Plenty of drama in the NATAL EASTER RACES

THE N.M.C.C.'s Easter fare of Six-Hour Race, Coronation 100 F1 Championship, and supporting car and motor-cycle races was again offered in its traditional setting at the Roy Hesketh circuit in Pietermaritzburg this year. It provided racing as hot as the temperature—and that felt like a pretty strong heatwave, at least to Highvelders.

In the Eighth S.A. Six-Hour Endurance Test, to use the full title, Henri le Roux, Gert Coetzer and the Lola Climax reaped the rewards of reliability, consistency and speed; and the G.S.M. Flamingo made an auspicious debut in big-time racing.

In the Coronation John Love drove faultlessly to score his first win of the 1964 Championship year and increase his lead; Dave Charlton drove the race of his life to finish third behind Peter de Klerk; and poor Ernest Pieterse was again the victim of shocking luck. And there was drama enough for anyone, without anybody really getting hurt.

G.S.M. had entered two Flamingos for the Six-Hour. One, driven by P. van Niekerk and D. Philp, had the twin-cam 1,590 c.c. Lotus Ford engine and represented a model soon to be available to buyers with a taste for racing as well as touring in the grand manner. The other, with a 3,553 c.c. Ford V8, was the forerunner of a new car to come from the sporting Cape Town firm. They finished second and third respectively.

The Thompson Motors Lotus 23 Alfa, driven by Jurgen Niemann, Brausch's younger brother, and Brian Pole, was clearly the fastest car in the race, but its reliability was suspect—and suspicion was deepened when it reached the circuit just five minutes before the start. Nevertheless it took the lead after two laps and started pulling away from the other contenders for the position—the Lola Climax, the two Flamingos, Brausch's old Lotus 7 driven by D. Guscott and L. Rowe of Scuderia Scribante, from Port Elizabeth, and the J. Wilson, J. Rowe Dart Peugeot.

Very little further back the Gilliers-Hall

Cortina 1500 was pressing the Wingels-Markham Volvo 122S very hard, and the two of them were steadily catching the V8 Flamingo, driven by D. Joubert and P. Gough, which was suffering from a shortage of gears.

At the end of the first hour the Lotus Alfa, in spite of losing time in the pits, led by a lap from the twin-cam Flamingo and the Scribante Lotus 7. The Lola Climax was two laps further back after a stop, and the Wingels-Markham Volvo another lap behind.

The Cortina had dropped well back after clouting a Mini which slid sideways in its path just as the Volvo passed it, but half an hour later it found itself back on the Volvo's tail—though several laps to the bad—and took up the argument as cheerfully as ever. And then the diff. went and it spent

Report: L. SYMONS

Pictures: Peter BLACKWELL

a long time in the pits while the damage was repaired with bits borrowed from a spectator's Anglia.

At the top of Beacon Hill the No. 2 Volvo, driven by Garry Wilson and Jan Hetteema, lost a wheel and slid to a stop. Another wheel was found and it limped to the pits, arriving as everyone was very much occupied with the No. 1 car's routine stop for refuelling and for Wingels to take over from Markham.

Both suffered as a result of the confusion this caused. The filler cap of the No. 1 car was not replaced properly, so that it leaked and Wingels ran out of fuel at a crucial stage. Jan Hetteema, who took over the other car, suffered equal frustration because someone had used a drum containing water instead of petrol to fill his tank.

After two hours the Lotus Alfa led comfortably from the twin-cam Flamingo, the Lola Climax, the Scribante Lotus 7 and the No. 1 Volvo. But half an hour later the Lotus Alfa was in the pits with a broken



Just away on the first heat of the Coronation 100, with Pieterse, De Klerk and Love in line-abreast in the front.

gear-linkage, and by half-distance it had been officially retired as "unfixable".

At this point the twin-cam Flamingo had covered 118 laps of the 1.8-mile circuit, and had a two-lap lead over the Lola. The No. 1 Volvo had not yet run out of fuel, but the Wilson-Rowe Dart Peugeot was coming back into the picture, in spite of having lost all but top gear, and was joint third with it at 109 laps. The Scribante Lotus 7 was fourth on 108 laps, and the V8 Flamingo and the Truter-Smith Dart Ford joint sixth with 107.

On index the Lola had a narrow lead over the Flamingo, and the Volvo was third. Half an hour later it had moved to second, and the Lola had taken the lead on distance. The Scribante Lotus 7 was overheating, and had gone from the leader board.

After four hours the Volvo had run out of fuel and was down to sixth place, while on index the smallest car in the race, the Hooper-Dekker Renault 1093, had continued its steady progress to such good effect that it was second behind the Lola.

With only one hour of the six still to go, the racing was still extremely close for a long-distance event. The Lola had covered 194 laps, but the twin-cam Flamingo was less than three miles behind. There was a gap of 13 laps—still less than 25 miles—to the Wilson-Rowe Dart in third place, and only about 15 miles between it and the No. 1 Volvo in sixth place. The Williamson-Maraes Volvo 544, which had been running steadily and without any real trouble, was only a lap further back.

But in the last hour, as happens so often, several fortunes changed.

First victim was the Flamingo. Don Philp was doing about 130 when he braked for Quarry at the bottom of the straight—and the pedal went to the floor. So he deliberately spun the car, slid off unharmed, started up and drove back to the pits, where it was found that not only the pads, but their steel backings on the right front disc had worn right through, so that the pistons had come out of the cylinders. Repairs cost the car any hope of catching the Lola, but not its place, and, to quote Don "at least it shows what you can do with a Flamingo. If it hadn't been for its road-holding I would be dead."

With only half an hour left the Wilson-Rowe Dart, still holding third place in spite of having had only top gear for about half the race, stopped with the distributor drive seized. It got going again and crossed the line in the five minutes for which the chequered flag was displayed, but still did not qualify as a finisher. It was a victim of the rather curious rule that a lap must be started within the last 15 minutes of the six hours.



Peter Markham uses the last inch of road in Quarry corner in the early stages of the 6-Hour Race.



And with only half a minute to go the Cilliers-Hall Cortina, which had been circulating as gamely as ever since its 80-minute stop to change the diff., petered out with a flat battery.

And then the signal flare went up, and it was over. The Lola, though nobody knew it yet, had reached a fitting climax to its career; the Flamingos had proved themselves; and the Volvos, in spite of their misfortunes, had achieved their target of being first saloon home, with second saloon home, and the fact that the four cars entered were still running, as a bonus.

Highlights of the programme for the Monday, which turned out a blazing hot day even for Martizburg, were the two 15-lappers in the saloon car and sports and G.T. car championships, and the two 33-lap heats of the Coronation 100.

For the first heat Earnest Pieterse had won pole position on the grid with a lap in 1 min. 17 sec., one second better than the official lap record of 1 min. 18 sec. set up in a race by Syd van der Vyver in the ill-fated Lotus Climax V8. Peter de Klerk and John Love were in the same row, and Doug Serrurier and Dave Charlton in the second row. Dave's Lotus 20 with 1,470 c.c. Ford engine had at last, in practice, produced the sort of time to match its immaculate turn-out.

Pete got his nose in front at the start, but down the hill to Quarry the three front-runners were as near in line abreast as makes no matter. Just as everyone was beginning to tense for the crash first Ernest and then John braked, and they came out of the bend with Pete in the lead, followed by John and Ernest and with Doug close on their tails. At the end of the lap the order was De Klerk (Alfa Special), Love (Cooper Climax), Pieterse (Lotus Climax), Serrurier (L.D.S. Alfa), Puzey (Lotus Climax), Blokdyk (Cooper Maserati) and Charlton. Lionel Rowe, having his first race in the ex-Lederle Lotus, was last, taking things sensibly and learning to handle the car under racing conditions.

In the fifth lap Love managed to get past De Klerk, but there was still only a matter of yards between them, while Pieterse and the rest were dropping back. The leaders were lapping in just over 1'18—about 83 m.p.h.—while Ernest was on 1'19 or about a mile an hour slower.

In the 14th lap he was out, his engine overheating badly. He reappeared for a few laps right at the end of the heat, but did not start in the second heat. A new radiator which was on order had not arrived, so the old one had to be used. It is suspected that it has one or more blocked tubes, and in the temperature that day it just could not cope—hard lines for Ernest, who has fitted a twin-ignition head and really hopes to do big things again this year.

Behind Doug, Blokdyk was pressing Puzey and having fun with "The Mule"—so named for its notorious handling qualities—until it got away from him and he spun at the top of Beacon Hill, dropping behind Rowe, who had moved up to seventh. Charlton, who was driving extremely well, took over the job of pressing Puzey and did it very well. He passed the Rhodesian in the 20th lap, and two laps later Puzey was out with a bent valve.

This made the order Love, De Klerk, Serrurier, Charlton, Rowe, Blokdyk and Alex Blignaut (Cooper Climax). It lasted three laps, and then it was Rowe's turn to go out with a flat tyre.

With three laps to go the brakes on one side of Doug's car grabbed as he entered

#### 8th Six-Hour Endurance Test

**Overall Distance:** 1. H. le Roux, G. Coetzee, Lola Climax, 234 laps. 2. P. van Niekerk, D. Philp, G.S.M. Flamingo 1600, 224 laps. 3. D. Joubert, P. Gough, G.S.M. Flamingo 3000, 215 laps. 4. J. Truter, N. Smith, G.S.M. Dart Ford, 213 laps. 5. F. Wiegels, P. Markham, Volvo 122S, 218, 209 laps. 6. D. Marais, O. Williamson, Volvo 344, 218, 209 laps. 7. J. Saul and L. Westraad, Dart Climax, 8. N. Austin, P. Steenkamp, 196 laps. 9. M. Hooper, T. Dekker, Renault, 193 laps. 10. P. Hooper, A. Chatz, RS, 192 laps.

**Index of Performance:** 1. H. le Roux, G. Coetzee, Lola, 95.27 per cent. 2. M. Hooper, T. Dekker, Renault 1093, 92.68 per cent. 3. J. Truter, N. Smith, G.S.M. Dart, 91.46 per cent. 4. D. Marais, O. Williamson, Volvo 344, 90.96 per cent. 5. F. Wiegels, P. Markham, Volvo 122S, 89.55. 6. P. Hooper, A. Chatz, Renault 1093, 89.20 per cent.

**Touring and G.T. Cars, 501-850 c.c.:** M. Hooper, T. Dekker, Renault 1093.

**851-1,150 c.c.:** B. Raubenheimer, P. Rossouw, Opel Kadett.

**Closed Sports, 501-1,150 c.c.:** F. Saul, J. Holm, Dart Climax.

**1,151-1,600 c.c.:** P. van Niekerk, D. Philp, G.S.M. Flamingo 1600.

**1,601-4,000 c.c.:** D. Joubert, P. Gough, G.S.M. Flamingo 3000.

**Open Sports, 501-1,150 c.c.:** J. Truter, N. Smith, G.S.M. Dart Ford.

#### Results

**1,151-1,600 c.c.:** H. le Roux, G. Coetzee, Lola Climax 1,202 c.c.

**CORONATION 100 (Two heats of 33 laps, total about 120 miles):** 1. J. Love, Cooper Climax, 1 hr. 28 min. 13.2 sec. 2. F. de Klerk, Alfa Special, 1 hr. 28 min. 20.3 sec. 3. D. Charlton, Lotus 20 Ford, 1 hr. 29 min. 43 sec. 4. D. Serrurier, L.D.S. Alfa, 1 hr. 29 min. 48 sec. 5. A. Blignaut, Cooper Climax. 6. J. Holmes, Lotus 18 Climax 1200.

**SPORTS AND G.T. CHAMPIONSHIP (15 laps, about 27 miles):** Overall: 1. D. Gous, Porsche Spyder. 2. J. Rowe, Lotus 7 Ford. 3. A. Wiegels, Lotus XI Ford. Class A: 1. D. Gous, Porsche. 2. Jurgen Niemann, Lotus 23 Alfa. Class B: 1. J. Rowe, Lotus 7. 2. A. Wiegels, Lotus XI. Class C: P. Engelbrecht, Porsche Abarth. 2. R. Just, Dart Cortina. Class D: 1. B. Niemann, Cortina G.T. 2. A. Holl, A.H. Sprite. Class E: 1. P. Gough, G.S.M. Dart. 2. L. Moo-Foster, M.G.A.

**SALOON CAR CHAMPIONSHIP (15 laps, about 27 miles):** Overall: 1. Kees Swaneepoel, Lotus Cortina, 22 min. 30.2 sec. 2. Basil van Rooyen, Lotus Cortina, 22 min. 31.0 sec. 3. B. Niemann, Cortina G.T.

Class V: 1. L. Pardini, Valiant (only entry). Class W: 1. G. Wilson, Volvo 122S (only starter). Class X: 1. K. Swaneepoel, Lotus Cortina. 2. B. van Rooyen, Lotus Cortina. 3. B. Niemann, Cortina G.T. Class Y: 1. A. Chatz, Renault R8. 2. J. Thomas, Austin A40. Class Z: 1. G. McGillicutty, Morris 850. 2. A. Woodley, Morris 850.

B.P. Bend, and before he could do anything the car hit the bank on the inside and spun off on the outside, the air-intake crushed to a mere slit and even that half bunged up with grass.

Doug kept the engine going and motored back up the bank and into the race, to complete the heat with an anxious eye on the temperature gauge but still secure in third place, ahead of Charlton. Temperature was worrying everybody at the end, and Love had slowed from the new lap-record time of 1 min. 17.9 sec. (83.33 m.p.h.), set in the fourth lap, to over 1'21, but was still a fairly comfortable seven seconds ahead of De Klerk.

In the second heat it was Doug, with the nose of his car hastily repaired, who took the lead from the start and held it until Love passed him into BP Bend half-way through the first lap. But a far bigger surprise was provided by Charlton, who hung close on Doug's tail in third place and kept Peter de Klerk at bay.

In the ninth lap they both passed Doug on the Martizburg straight between Quarry and BP, and in the 10th Pete outbraked Dave into BP and drew level on the inside as they left the bend, but dropped back again up Beacon Hill. It was not till the 11th lap that Pete got past, to hold second place to the end.

Charlton hung on gamely in third place, driving a really fine race, but Doug gradually dropped back and in the 27th lap was passed by Rowe, who had been working his way steadily up from 10th place at the

end of the second lap, going better and better all the time.

Doug, troubled by the heat, was content to drive to orders from his pit to keep just inside the gap by which he had beaten Dave in the first heat. But unfortunately his pit had got the gap wrong, and he ended up five seconds to the bad.

Basil van Rooyen and Kees Swaneepoel continued their long-standing war in the Lotus Cortinas in the saloon car championship event, and once again it was Kees who won. He held a narrow lead when they came through Angels Angle and into the main straight near the end of the first lap, and that lead he held to the end.

John Love was in his usual form in the Mini S, demonstrating the technique of cornering at full-bore on full lock to the accompaniment of a strong smell of burning rubber. But Arnold Chatz in an R8 stayed steadily on his tail, losing not a yard, to pass in the 11th lap, a lap before the Mini went sick and retired.

Jurgen Niemann in the Lotus 23 Alfa was no match for Dawie Gous, thoroughly happy in the new Porsche Spyder, in the sports and G.T. championship event. For a long time the J. Rowe Lotus 7 Ford, A. Wiegels in the Lotus 11, Le Roux in the Lola and Guscott in the Scribante Lotus 7 fought grimly for second place. The battle ended sadly when the Lola and the Scribante Lotus touched in the kink in the straight, sending the Lola off the track a total wreck, and the Lotus limping round to retire at its pit. Fortunately nobody was hurt.

Love leads De Klerk by a few yards through the curve before BP bend, telling the story of the race in one picture.

