

21st June 1964

ROYAL SHOW

National Motor Races



ROY HESKETH CIRCUIT
SUNDAY, 21st JUNE, 1964

OFFICIAL PROGRAMME

PRICE 20 CENTS



THE SPORT

John Love concentrates on keeping a line to miss as much oil as possible through BP bend.

Pace and sportsmanship in the ROYAL SHOW RACES

ANYONE who thinks that only the saloon cars can produce close and exciting racing and that Formula 1 is a back number should have been at Pietermaritzburg's Roy Hesketh circuit on June 21 to watch John Love and Peter de Klerk fight it out for the chequered flag and the championship lead.

Love won and so regained the championship lead, but after six of the 10 races his margin was just one point. And that margin was a fair enough reflection of the race which gave it to him.

The race was divided into two heats of 34 laps each, with grid position in the first heat decided by official practice times and those for the second heat by position in the first heat. In practice Love, who set a new lap record of 1 min. 17.9 secs. — 83.34 m.p.h. — at Easter, was timed officially and unofficially at 1 min. 17.4 secs. Unofficially De Klerk and Pieterse were just 0.1 sec. slower, but the official timekeepers did not agree as far as De Klerk was concerned and he was put into the third row.

As a result he was only in fifth place when the field swept through BP bend, about half way round the circuit, for the first time. Love led from Blokdyk (Cooper-Maserati), Pieterse (Lotus-Climax) and Serrurier (L.D.S.-Alfa), but next time round Peter was in third place and in the third lap he moved into second place and closed to 3.5 seconds behind Love.

And there he stayed. He was driving at a cracking pace, but so was Love. A good deal of oil had been spilled on the track — of which more later — but the way these two mastered it was a joy to see, though both had their "moments". Love was "tip-toeing" the Cooper through the long, 180-degree-plus sweep of BP, using the throttle to kill incipient slides, while Peter took a slightly wider line out of the bend.

Both were lapping consistently at just on the old lap record — now a fraction over and now a fraction under. Love was finally credited with a new record of 1 min. 17.7 sec. — 83.54 m.p.h. — but there were several unofficial timekeepers who were convinced he had done even better.

With five laps to go the gap between Love and De Klerk was still only four seconds, and then Peter started a final desperate bid and closed right up. Both men had obviously been driving right on the limit throughout, and now it seemed that something must give.

It did. Half way through the penultimate lap Peter hit a slippery patch at the top of Beacon Hill just a fraction too fast, spun and dropped back about 15 seconds.

This dogfight would have been enough to make any race, but to back it up there was another almost as intense for third place. It started as a four-sided affair between

Blokdyk, Serrurier, Puzey (Lotus-Climax) and Charlton (Lotus-Ford), and became a triangle when a broken selector put Doug out after five laps. Hesketh really seems to suit Charlton, who also did very well there at Easter, and in the 15th lap he passed Puzey and was soon right on Blokdyk's tail. He just did not have the little bit extra needed to get past, however.

Once again it was not Ernest Pieterse's day. A really high-pressure effort got the car repaired after the Kyalami crash and on its way out of Johannesburg at 5 a.m. on the 20th, and Ernest decided that the damaged vertebra was not bad enough to prevent him having a go.

But in the rush to get the car ready it had not been possible to check everything, and there was something amiss in the electrical system. So, after his good show in practice, in the race itself Ernest found himself with a flat battery after one lap and lost another 14 before things could be straightened out.

For the second heat De Klerk and Love were both in the front row, and it was largely a repetition of the first, except that this time

Report and Picture by:

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the gap was never more than three seconds and for most of the time was between one and two. With five laps to go a slower car held Love up for a moment near the bottom of the straight, and Pete took to the grass to go through and snatch the lead.

Sticking to De Klerk's tail would have given Love his overall win, but he was not having any, and for the next four laps the crowd was treated to the sight of him using every bit of his skill and experience in an attempt to get past again. In the last lap he finally succeeded, outbraking De Klerk into Quarry curve to take the inside line, come out in front and win by a second.

Once again there was almost as fierce a battle for third place between Blokdyk, Puzey, Charlton and Serrurier — his car now restored to health. This was the order in the second lap, but in the third Charlton had moved up to fourth and in the fourth he was third. In the fifth Doug was fifth, in the eighth he moved up to fourth, and in the tenth he took over third and kept it.

The sports and G.T. and saloon car events were also divided into two heats each, but with a very peculiar twist. The first heat of each was over 14 laps, of which the first 12 were to count for the championship, and the second was just 12 laps, all to count. As a result the overall winners were not necessarily to be the winners for championship purposes, and this actually happened in the sports G.T. event.

Dawie Gous had his 1,800 c.c. engine in the Porsche for this and was satisfied with the way it was going, but rather worried about the fact that it was spraying a bit of oil onto the clutch — not to mention the track. He got away well, with Jurgen Niemann on his heels in the Thompson Motors Lotus 23 Alfa, but in the second lap Jurgen had a small excursion and dropped back two places. He was back in second in the fifth lap, but the time he had lost was to prove invaluable to Dawie. His clutch got worse and worse and Jurgen closed rapidly, but was still just a few yards behind when they crossed the line at the end of the 12th lap. By the end of the 14th, and the heat, Jurgen was first and Dawie back in third place.

In the interval between the heats there was some frantic work on Dawie's car and, though the clutch was by no means cured, it was good enough to enable him to win the second heat and the championship class though overall he was only second.

Dawie's lost oil did something to make the track tricky in subsequent events, but the real black sheep was Henri le Roux's Elfin Mallala, which blew out the oil filter seal in the sixth lap of the sports and G.T. first heat and spread the contents of the engine nicely around most of the circuit.

Practice for the saloon car event looked like cheating the customers of the resumption of the Swanepoel-Van Rooyen duel when a front hub of Koo's car broke, but Basil lent him the necessary bits and the game was on as advertised.

This is the sort of gesture which completely answers those who complain that the introduction of the championships and "professionalism" has killed sportsmanship in racing — particularly as Koo's once again proceeded to beat Basil by about 20 yards in the first heat after getting in front as the flag fell.

In the second heat Basil, trying desperate measures to get that all-important early lead, damaged his clutch at the start and took three laps to get past Peter de Klerk, in a Cortina G.T., into second place. And then in the ninth lap one of his stub-axes broke and he slid off the track and out of the race.

To wind up a day of excellent racing there was an invitation 15-lapper for sports G.T. and saloon cars, in which a number of drivers stood down to let their "number two's" have a go.

RESULTS

Royal Show F.I. Race (68 laps, 127.4 miles, in two heats): 1. J. Love, Cooper-Climax, 90 mins. 00 secs. 2. P. de Klerk, Alfa Special, 90 mins. 16.5 secs. 3. D. Charlton, Lotus-Ford. 4. T. Blokdyk, Cooper-Maserati. 5. C. Puzey, Lotus-Climax. 6. R. L. Hay, Lotus-Ford.

Sports and G.T. Championship (24 laps, 43.2 miles, in two heats): **Overall:** 1. D. S. Gous, Porsche Spyder, 33 mins. 24 secs. 2. J. Niemann, Lotus 23 Alfa, 33 mins. 29.5 secs. 3. K. B. Smith, G.S.M. Dart. **Class A:** 1. D. S. Gous. 2. J. Niemann. **Class B:** 1. K. B. Smith. 2. R. Pale, Thompson 1500. **Class C:** 1. N. Smith (G.S.M. Dart). 2. G. Morrison (A.H. Sprite). 3. R. G. Wicks (Cortina-Scooter). **Class D:** 1. C. Koekemoer, Ford Special. **Class E:** 1. D. Ally, Austin Cooper. 2. L. Hoo Foster, M.G.A.

Saloon Car Championship (24 laps, 43.2 miles, in two heats): **Overall:** 1. K. Swanepoel, Cortina-Lotus, 33 mins. 56 secs. 2. P. de Klerk, Cortina G.T. 3. G. Wilson, Volvo 122G. **Class W:** 1. L. Paerl, Volvo. **Class W1:** 1. G. Wilson, Volvo. **Class X:** 1. K. Swanepoel, Cortina-Lotus. 2. P. de Klerk, Cortina G.T. 3. L. de Jager, Anglia. **Class Y:** 1. Raubenheimer, Opel Kadett. 2. M. Smith, Mini-Cooper S. **Class Z:** 1. A. B. Woodley, Morris 850. 2. P. Hooper, Gordini. 3. J. Peyper, Morris 850.

Invitation Scratch Race: **Class A:** J. Niemann, Lotus 23 Alfa. **Class B:** D. Goster, Elfin Mallala. **Class C:** N. Smith, G.S.M. Dart. **Class D:** C. Koekemoer, Ford Special. **Class E:** L. Hoo Foster, M.G.A. **Class W:** H. Morrison, Volvo 122G. **Class X:** L. de Jager, Anglia. **Class Y:** B. Raubenheimer, Opel Kadett. **Class Z:** G. McGilchrist, Morris 850.