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**Natal Winter Races  
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# Natal WINTER Races

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## THE SPORT

**D**RAMA, and plenty of it, was shared between the Formula 1 and saloon car championship events at the Natal Winter Races on the Roy Hesketh circuit on June 23, but for the excitement of wheel-to-wheel duels as well as the saloons won hands down.

Basil van Rooyen was able to cruise his Repco-Brabham across the finishing line first in the Formula 1 race following the retirement of John Love's Lotus-Ford with a broken brake pipe after 10 laps. Basil had to wait for the A.A. to adjudicate an appeal against his driving by Bobby Olthoff before learning whether or not he had officially scored his second win in a Formula 1 championship race, however.

The argument was the result of a collision



Basil van Rooyen was provisional winner of the Formula 1 event in an exciting race.

between Basil's car, in the 12ad, and Olthoff's, in second place, in BP bend in the 30th of the 60 laps. Neither driver was hurt and Basil's car was also undamaged, but the McLaren-Ford was sent off the track and out of the race with damaged front suspension.

It may or may not be significant that it happened within a few yards of where Love's and Charlton's cars touched a year ago, putting Charlton out of that race. The place was virtually the same, but the circumstances were different. Love was making what amounted to a last-ditch bid to get past on the inside and into the lead, while Van Rooyen was lapping Bobby, who waved him through on the inside. In both cases the car on the inside suddenly slid outwards, and the car on the outside was bumped off the track.

It was a sad end to the race for Bobby, who had seemed set for second place and his first real success with the big-banger single-seater. With rims of the correct width at last available, he had fitted the ultra-wide Can-

Am Firestones at the rear, and was lapping between two and three seconds faster than the best he could manage at Hesketh at Easter.

He had established himself in third place by the end of the second lap, and moved up to second when the high-speed duel between Love and Van Rooyen ended. He built up a good lead over Pretorius's Lola-Ford and Tingle's Repco-Brabham early in the race and while Tingle, fighting his way back after a monumental spin on lap two, slowly gained on Pretorius and passed him after 35 laps, neither of these two had made up any appreciable ground on Olthoff before the collision.

Tony Jefferies got the old Scuderia Scribante Repco-Brabham to the start of a race for the second time and nursed the engine, which must be getting overdue for retirement, through a little more than half the race—going nicely but not risking any serious attempt to challenge the newer cars. Then it started to make peculiar noises and he retired rather than risk a major blow-up.

Mechanical bothers were also rife among the Gold Star cars. Puzey, McNis, Van Popering and MacKenzie all succumbing. But Parnell and Leo Dave kept going well and in close company to the finish.

### ALFA AND ESCORT OUT

The saloon car stars were no more fortunate than their Formula 1 counterparts.

The race was run in two heats and the first started well, with the promise of the long-awaited dice between Gough's Escort and Van Rooyen's GTA Alfa at last coming off—but after three laps the Alfa was out as a result of overheating. Gough won the heat in a canter, only to drop out in the first lap of the second heat with a complete lack of drive to the rear wheels.

In both heats Geoff Mortimer and Scamp Porter in their Renaults treated the crowd to a wheel-to-wheel, place-swapping thrash which lasted until the last lap. On both occasions it was Porter's car which failed—first with a broken clutch and then with a broken wheel. The avoiding action which Mortimer had to take on the second occasion let McGilliewie's Mini through but it had been too far behind in the first heat to beat Mortimer overall.

Fred Cowell's Mustang has recently been going much more as it used to when it was Baul's, and Fred put in excellent drives to place second in the first heat and win the second and the race overall.

Sports car racing is stronger in Natal than in any other province, and the presence of



Rhodesian Sam Tingle is always in the hunt in Formula 1 events. This time he placed second.

combinations like John Truter and the Dart-Lotus, and Ray Emond and the Lola-Ford, helped the sports car championship event considerably, but the field was still a bit lacking in evenly-matched cars for really interesting racing, good though individual performances were.

Lack of close racing was certainly not a complaint which could be levelled against the Formula Vee event, which provided the



Garth McGilliewie's Eifin T300 won the sports car event.

usual dicing groups throughout the field—and notably Krichel, Botha, Van Straaten and Van Wyk in the lead—with some fancy spins for extra excitement.

The production saloon car race, recently introduced as a Natal championship event on the lines of the Transvaal's Onyx championship, was also excellent value, with Frank Wingels in his Volvo taking the lead when Harris spun his Cortina leaving Angels Angle—and used the pit road to get back onto the track—at the end of the first lap, but having to fight hard to keep ahead of Irving's Mini Cooper. ●

### RESULTS

**FORMULA 1** (60 laps, 108 miles): Provisional: 1. B. van Rooyen, Repco-Brabham 3-0, 71 min. 3-8 sec., 91-3 m.p.h. 2. S. Tingle, Repco-Brabham 3-0, 71 min. 45-6 sec. 3. J. Pretorius, Lola-Ford 4-7, 71 min. 54-6 sec. 4. P. Parnell, Brabham-Ford 1-6. 5. L. Dave, Alfa Special 1-6.

**SALOON CAR CHAMPIONSHIP** (24 laps, about 43 miles, in two heats): Overall: 1. F. Cowell, Ford Mustang, 33 min. 38 sec., 77-2 m.p.h. 2. G. Mortimer, Renault R8. 3. G. McGilliewie, Mini "S". **Class W:** 1. R. van Rooyen, Mini "S". 2. C. Spamer, DKW. 3. S. van der Merwe, DKW. **Class X:** 1. G. Mortimer, 2. G. McGilliewie, 3. M. Ogilvie, Renault R8. **Class Y:** 1. I. Raasch, Cortina-Lotus. **Class Z:** 1. F. Cowell.

**SPORTS CAR CHAMPIONSHIP** (24 laps in two heats): Overall: 1. G. McGilliewie, Eifin-Climax, 31 min. 39-6 sec.,

82-1 m.p.h. 2. J. Rowe, Lotus 23 Ford. 3. R. Emond, Lola-Ford. **Class A:** 1. J. Holme, Ecosse-Climax. 2. J. Viljoen, Eifin-Ford. **Class B:** 1. G. McGilliewie, 2. J. Rowe, 3. R. Emond.

**FORMULA VEE CHAMPIONSHIP** (17 laps, about 31 miles): Overall and 1,200 c.c. **Class:** 1. A. Krichel, Peco, 25 min. 24-6 secs., 72-4 m.p.h. 2. J. van Wyk, Marlen III. 3. G. van Straaten, Capital. 4. M. Botha, Marlen, 1,200 c.c. **Class:** 1. W. Ferguson, Veegos, 2. P. Farrell, Capital. 3. H. Ihwe, Ela-Tropex.

**PRODUCTION CAR CHAMPIONSHIP** (10 laps, 18 miles): Overall: 1. F. Wingels, Volvo 122S, 15 min. 57-2 sec., 67-8 m.p.h. 2. M. Irving, Mini Cooper. 3. G. Lowe, Renault R8. **Class J:** A. Bradbury, Anglia. **Class K:** G. Lowe. **Class L:** M. Irving. **Class M:** F. Wingels.