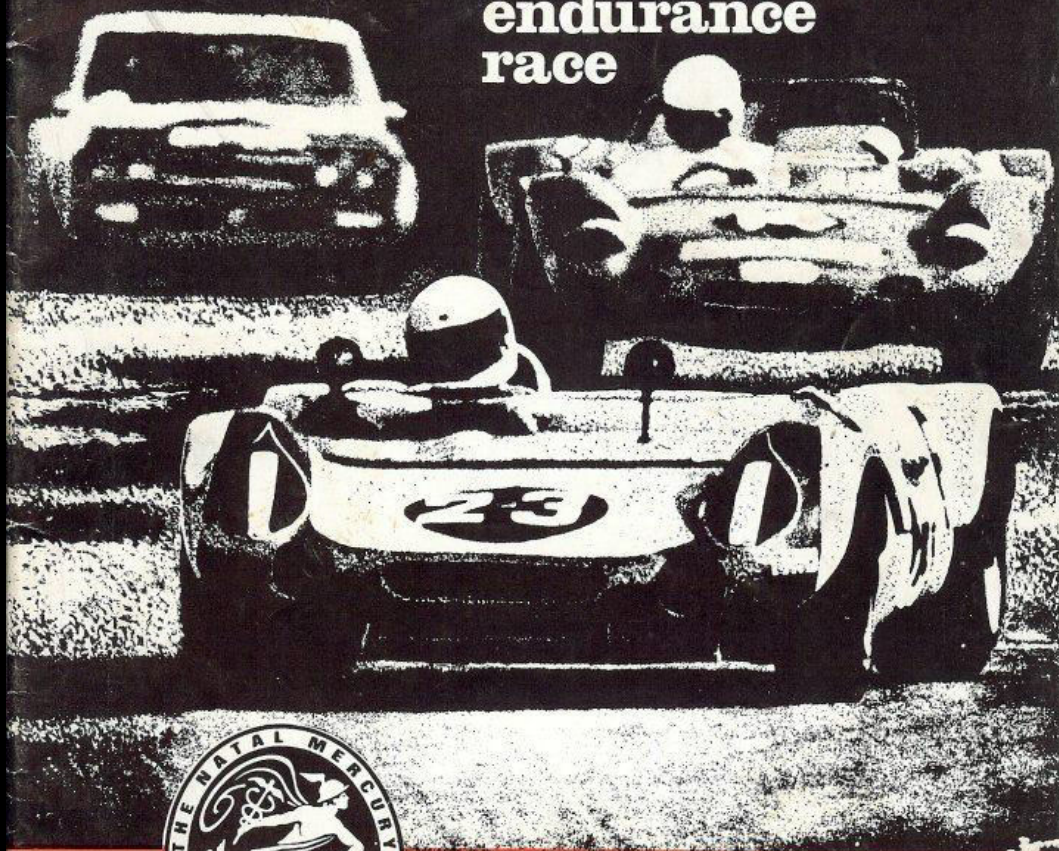


27th December 1971

THE
NATAL
MERCURY
international

3-hour
endurance
race



30 c

official
programme



roy hesketh circuit
27th december, 1971

final round castrol springbok series

Programme of Events

Event No. 1 — 11.00 a.m.	Production Motorcycle Scratch Race	12 laps — 34,8 km (21,6 miles)
Event No. 2 — 11.30 a.m.	Production Car Class Scratch Race	12 laps — 34,8 km (21,6 miles)
Event No. 3 — 12.00 noon	Racing Solos Scratch Race	12 laps — 34,8 km (21,6 miles)

— LUNCH —

Event No. 4 — 2.00 p.m.	Endurance Race
THE NATAL MERCURY INTERNATIONAL THREE-HOUR ENDURANCE RACE	



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Event No. 1 — 11.00 a.m.

12 laps — 34.8 km

PRODUCTION MOTORCYCLE SCRATCH RACE

No.	Entrant/Driver	Machine	cc
20	Mike Grant	Yamaha	350
71	Gillie Cruse	Honda	750
	Bobby Scott	Yamaha	125
32	Trevor Tilbury	Yamaha	350
19	Alpet Racing Team/Peter Ekerold	Suzuki	250
27	Alpet Racing Team/John Ekerold	Suzuki	350
18	Keith Woolley	Suzuki	250
52	Dave Woolley	Kawasaki	350
25	Peter Ekerold/Mike Crawford	Suzuki	350
13	Graham Gultig	Suzuki	250
	P. L. Sharp	Yamaha	125
	Patrick Welman	Suzuki	315
14	Allan North	Yamaha	195
4	Jack Gray M'cycles/Rodney Gray	Yamaha	200
	V. Burger	Norton Commando	750
	C. Brook	Triumph	650
53	Roger Irvine	Yamaha	350

INDEMNITY

Motor Racing is dangerous

While the promoters and organisers of this race meeting have taken every possible precaution for the safety of the spectators, it is impossible to guarantee that safety in view of the high speeds attained by the competitors. Admission is therefore granted upon the clear understanding that any spectator attending the meeting appreciates the risks involved and waives for himself/herself, his/her successors, assigns or dependants, any claim or claims which he/she might, save for this waiver, have against the promoters, organisers or beneficiaries or the owner/lessor of this property, in respect of any injury or damage, however arising, which he/she may suffer while attending this race meeting.

VRYWARING

Motorwedrenne is gevaarlik

Die promotors en organiseerders van hierdie wedrenne het alles in hulle vermoë gedoen om die veiligheid van die toeskouers te verseker, maar weens die hoe snelheid wat deur die deelnemers bereik word, is dit onmoontlik om die veiligheid van die toeskouers te waarborg. Om hierdie rede word toegang slegs verleen as diene wat die byeenkoms bywoon die gevare daaraan verbonde deeglik besef en geen eis sal instel teen die promotors en organiseerders, bevoordeelde of die eienaar of verhuurder van hierdie eiendom, ten opsigte van homself, haarself, sy/haar erfgenaam of afhanklikes ten opsigte van enige skade of beserings wat hy/sy by hierdie byeenkoms kan opdoen nie.

Event No. 2 — 11.30 a.m.

12 laps — 34,8 km

PRODUCTION CAR CLASS SCRATCH RACE

No.	Entrant/Driver	Car
54	Norman Crowe	Renault R8
19	Jeremy du Plessis	Morris Cooper S
51	Brian Rogers	Hillman Imp
24	Kempster Kingslea/Ray Emond	Viva GT
47	Chappie Wicks	Renault Gordini
71	Con Nel	BMC Mini
1	Peter Woolridge/Anchor Racing/Tony Claassens	Woolridge Capri Perana GT
	John Galloway	Ford Anglia
40	Horner Brs./Bramhill/Des Horner	Alfa Romeo Berlina
65	Clyde Alborough	BMC Mini
34	Bob Mortimer	Renault R8
10	Michael Tilston	Morris Mini 1000
11	J. O. Edwards	Renault R8
44	Robert Chapson	Renault Gordini
31	North Ridge Garage/George Lowe	Renault R8
27	Mike Hurworth	Datsun SSS

ACKNOWLEDGEMENTS

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MOTOR CYCLE CONCURRENT SCRATCH RACE

No.	Entrant/Driver	Machine	cc
9	Trevor Tilbury	Suzuki	246
29	Fred Tofts	Yamaha TD2	250
19	Alpet Racing Team/Peter Ekerold	Suzuki	250
27	Alpet Racing Team/John Ekerold	Suzuki T	350
18	Keith Woolley	Suzuki T	250
52	Dave Woolley	Kawasaki S2	350
25	Mike Crawford	Suzuki T	250
11	D. L. Sharp	Norton SS	650
53	Roger Irvine	Yamaha 2S	350
60	Richard Borain	Yamaha TR2B	348
28	George Cumming	Yamaha TD2	246
78	Derek Engelbrecht	Norton	750
17	Derek Engelbrecht	Ducati	250
	Patrick Welman	Suzuki	315
37	H. N. Ballington	Yamaha TD2B	250
56	Smith and Watson/B. Symons	Yamaha TR2	350
53	Smith and Watson/Shawn Burne	Honda	350
75	Smith and Watson/J. Smith	Norton	750
21	N. Robertson	Yamaha TD2	250
7	John Ekerold	Yamaha TD2B	246
30	R. Nesbitt	Yamaha TD2	249
	Mike Fogg	Yamaha TR2	349
16	Mike Grant	Yamaha	250
	Dudley Crammond	Yamaha	125
	Bobby Scott	Suzuki	250 or 125
	Dougie Smith	Yamaha	125
14	Alan North	Yamaha	205
	V. Burger	Norton Commando	750
	C. Brook	Triumph	650
55	Dudley Schafer	Yamaha TR2	350
62	Steve Thompson	Yamaha TR2	350
92	Noel Meyer	Yamaha TR500	492

THE NATAL MERCURY 3 HOUR INTERNATIONAL ENDURANCE RACE
'EPREUVE DE VITESSE INTERNASIONALE'

No.	Car No.	Entrant	Driver/s	Car	Class	Index Kilometres	Domicile
1	29	Power Developments	Nolly Limberis	Renault Gordini	A	339,328	Transvaal
2	3	Team Gunston/Karl von Wendt	Helmut Marko/John Love	Lola T 212 FVC	G	420,571	Germany/Rhodesia
3	1	Team Gunston/Richter Motors	Mike Hallwood/Brian Redman	Chevron Vega B 19	G	424,324	England
4	6	Team Wynns/Lucky Strike Racing	Ed Swart/Jody Schechter	Chevron B 19 FVC	G	420,571	
5	8	Philips Auto Radio	Guy Edwards/Terry Croker	Chevron B 19 FVC	G	420,571	England
6	7	Rays Racing	Dirk Marais/John Abrahams	Chevron B 19	G	420,571	Transvaal
7	15	Scuderia Los Amigos	Geoff Ortlepp/Stan Taylor	Chevron BMW B8	D	407,311	Transvaal
8	22	Ford Cologne/Luck Strike Racing	Hans-Joachim Maas/Dieter Glemser	Ford Capri RS	C	366,557	Germany
9	10	John Rowe Motors	John Rowe/Tim Hooper	Chevron BMW B8	F	416,542	Natal
10	16	Robert Grant	Robert Grant/William Tuckett	Chevron BMW B8	D	407,157	Transvaal
11	14	Blackwood Hodge Racing Team	Chris Rosegold/James Henderson	Lotus 23B	F	407,028	Transvaal
12	12	M. C. van Buuren	Clive van Buuren/Red Whitehouse	Porsche 906 Spyder	G	412,871	Transvaal
14	27	Team Kenyon	John Heath/R. Soll	Fiat 124S Coupe	B	340,185	Transvaal
15	25	Alfa Romeo S.A.	Arnold Chatz/Eric Adler	Alfa Romeo GT AM	B	353,271	Transvaal
16	26	Team Toyota	Geoff Mortimer/Chris Swanepoel	Toyota Corona	B	346,947	Transvaal
17	17	Jack Holme	Bruce van der Merwe/Jack Holme	Chevron BMW B8	D	407,200	Natal
18	11	BIC Pens	Alain Laviopierre/Bob Delport	Renault Gordini			Transvaal
19	23	Team Lawson/Mazda	Basil van Rooyen/Colin Burford	Mazda M 10A	B	353,542	Transvaal
20	24	Team Lawson/Mazda	David Clapham	Mazda M 10A	B	350,685	Transvaal
21	20	McCarthy-Leykor-Dykens	Peter Dykens/Ian Smith	Mini Clubman GT	A	332,528	Natal
22	30	Team Pioneer Ford	John Barnes/Gordon Briggs	Ford Capri	B	336,365	Eastern Province
23	5	Team Red Rose/Lucky Strike Racing	John Hine/Dave Charlton	Chevron B 19 FVC	G	420,571	Transvaal
24	31	Leyland Motor Corporation	Giv Giovanni/Fanie Viljoen	Leyland Cooper S	A	331,242	Transvaal
25	40	Malcolm Kinsey	Malcolm Kinsey/Alan Wilson	Ford Escort GT	B	340,585	Natal
26	9	Corlett Drive Estates	Andre Verwet/Eddie Keizan	Lola T 212 FVC	G	420,571	Transvaal
27	18	Transvaal Motors	Bob Thomas/Rob Thomas	Chevrolet Firenza	C	387,000	Transvaal
28	19	Transvaal Motors	Dan Thomas/Roy Thomas	Chevrolet Firenza	C	387,000	Transvaal
29	34	D. Moyes	D. Moyes/H. Marais	Renault Gordini			Eastern Province
30	21	Bramhill/Horner Bros.	John Truter/Keith Berrington-Smith	Bramhill Alfa Sports	G	418,671	Natal
31	41	Robert Young	Robert Young	Austin Cooper S	A	330,842	Natal
32	37	Roger Steyn	Roger Steyn	Renault Gordini	A	339,328	Natal
33	39	G. S. Kirk	Graeme Kirk/Glen Tayfield	Austin Cooper S	A	331,242	Natal
34	28	John Rowe Motors	Garry Boase	Ecosse Tirade	F	408,014	Natal
35	35	Team Renault Durban	Robert Chapson/Chris Clegg	Renault Gordini	A	339,328	Natal
36	36	Team Renault Durban	Chapple Wicks/George Lowe	Renault R8 Gordini	A	339,328	Natal
37	38	Kempster Kingslea	Ray Emond	Viva GT	B	336,454	Natal
38	32	Mike Harburn	J. Hertle/M. Ogilvie	BMW 2002 T1	B	354,014	Natal
39	33	Datsun Nissan Racing	Les Hanson	Datsun SSS Zero	B	341,444	Natal
40	4	Corlett Drive Estates	Gijs van Lennep/Jackie Pretorius	Lola T 212 FVC	G	420,571	Transvaal
41	2	Team Gunston/Richter Motors	Paddy Driver	Chevron B 19 FVC	G	420,571	Transvaal

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Not one for fireworks on or off the track, JOHN HINE (38), is nevertheless a highly experienced and competent track driver. Driving Chevrons for private owners and the Chevron works team, he has scored several notable successes including one at Zandvoort which kept Chevron in the hunt for points right up to the end of the European Two Litre sports car championship.

Also in the B19 he has scored a second and a third this year.

Hine first raced in South Africa in 1969 when he drove a works Chevron B16 with Tim Schenken. Well-placed on both overall distance and index, their race came to an early end when the car aquaplaned off the track.

Last year Hine partnered Brian Redman in another Chevron, this one the first B19, and in the Nine Hour made his contribution to a fine fifth place overall, first in class and first on index.

This year has shared a Chevron with Dave Charlton, winning the Volksblad Three Hour at Welkom two weeks ago.



GUS VAN LENNEP (30), is a Hollander who has been taking part in competitive motoring for half his life. He was 15 when he started, at the wheel of a go-kart, made the jump to sports cars and saloons in 1967 and Formula Three a year later.

Highlight of his career to date has been winning the Le Mans 24-Hour race, a feat he accomplished with Austrian Dr. Heimit Marko this year. Running in the same Martini Racing Porsche 917 this pair also finished third at Nurburgring in the 100 kilometres, while he and Gerhard Larrousse took ninth in the BOAC 1000.

His breakthrough into the big time of sports car racing took place in 1970 when he drove Porsche 917 and 908 cars for various non-works teams to win the coveted Porsche Trophy.

Other cars he drove this year were an Alfa for Autodelta, which he shared with Andrea de Adamich to finish second in the Targa Florio, then one of the JW-Gulf Porsches in Watkins Glen Can Am race.

In touring cars, Alfas in this case, he scored a second and a third in the European Touring Car Championship, and also notched up a sixth place in the Salzburg Two Litre championship race, driving a Lola T212.

He had his first crack at a world championship Formula One race in the Holland Grand Prix this year, when he drove a Surtees TS7 into eighth place.



JOCHEN MASS (24), is one of the most promising of Germany's new generation of drivers. Last year he was second in the touring car section of the European hillclimb championship and this year has been the top works driver for Ford of Germany.

One of the many successes he has scored for the Cologne factory has been the German Touring Car championship this year and being the major contributor to Ford's lead in the Springbok Series championship for manufacturers looks as though he could be instrumental in adding another victory to their record.

To date, he has scored 28 points on the driver's table for the series and is tied with Jody Scheckter for fourth position.

A Formula Vee star, this year brought a move into Formula Three in which he campaigned in a Brabham to finish third against Europe's best in only his third outing in the car.

A week later he corrected this "oversight" and beat them all.



If there is one thing PADDY DRIVER remembers about Roy Hesketh it is a bright Sunday afternoon 18 months ago when he and a full pack of Formula One and Formula A cars arrived at Quarry Corner.

In the scramble to get into the corner first, Driver's McLaren Ford touched the spinning wheels of another car, and bounded out of the pack and high into the air, somersaulting and corkscrewing twice before crashing to earth 20 metres from the track.

Unbelievably, Driver survived with little more than a severe shaking up and a wrenched arm. Even so, it is an incident which cannot be far from his mind every time he rolls down to the grid for a race at Hesketh.

And for Driver, today's start is one of the most important. Lying third, now that Dr. Helmut Marko has returned to Europe to test Alfas, he is only six points behind the leader and has every chance of being right up with the leaders at five o'clock this afternoon.

Like Mike Hailwood, Paddy Driver also came into motor sport via motorcycles, and it was for 15 years that he contested the honours on two wheels. Third to Hailwood and Giacomo Agostini in the world 500 cc championship in 1965, he retired at the end of that year, but soon found he was unable to get rid of the racing habit.

In 1969 he drove one of Doug Serrurier's Lola Ford single seaters and finished sixth in the S.A. drivers championship.

He drove his own McLaren last

year, and followed up in a new car for Team Personality this year to win the F5000 Gold Star award convincingly.

In the Springbok Series last year he was handicapped by a disappointingly slow Alfa Type 33, but still managed a sixth at Cape Town and a second at Lourenco Marques.



Every now and again there pops onto the motoring scene a driver who seems to be set for the top, come what may.

JODY SCHECKTER (21) of East London, is just such a one and after his first season in the major leagues overseas has rung up a record of successes at which he can only look back with pride.

His trip to Europe came after a win in the "Motorist's" Driver to Europe competition, run in the Formula Ford series in the first two months of this year.

He made excellent use of the opportunities afforded him by this wonderful competition and scored many successes in Formula Ford, saloon car and Formula Three racing.

His forceful driving, as much as his success, has attracted widespread and favourable comment, and has drawn the eyes of many of Britain and Europe's top talent-scouts, including Colin Chapman of Lotus who has offered him a works drive for next year.

Making his start in European Formula Three near the halfway point of the season, Scheckter had scored five very impressive wins by mid-October and also set four lap records.

It was on the basis of this performance that Chapman's

approach was made. However, the contract offered would tie Scheckter to Lotus for three years, probably with one more year in Formula Three, while Jody has ambitions for a move into Formula Two.

Last year in the Springbok Series, Scheckter finished fifth in the drivers placings, playing a major part in Mazda's second overall in the Manufacturers Championship.

This year, driving a Chevron B19 with Hollander Ed Swart he is tie-fourth with Jochen Mass, German driver of the Cologne Capri RS.



BASIL VAN ROOYEN is more than a driver of the highest repute. He is also a development engineer of the highest order and lists among his achievements in this field a Gold Star Award from Alfa Romeo for development of the Alfa as a track car.

Long an Alfa devotee, he forsook the Italian marque this year in favour of the fantastic Mazda rotary-engined cars and has been one of the major factors in the car's second position in the Manufacturers' championship.

Van Rooyen is the first South African ever to have been invited to drive at Le Mans, the invitation coming from Matra, and he was leading the drivers championship several years ago when a serious accident robbed him of possible victory.

The winner of two South African saloon car championships he also has numerous other honours too lengthy to detail.



Pitstop in the Three Hour last year, as mechanics hustle to get William Ferguson away in Karl von Wendt's Lola T210.



GUY EDWARDS (27), started his racing career in a Mini, graduating to sports cars three years ago.

Driving the Phillips Autoradio Lola with Terry Croker in the first part of the Series, he spent the latter part of the championship either driving solo or combining with a local driver to notch up 23 points in the drivers table.

His successes during the year have included wins at Nogaro in France and the Crystal Palace in London, a third in the European two litre championship race at Wunstorf, fourth at Silverstone, another fourth in the Martini International Trophy race, fifth places in other Silverstone races and Auvergne and ninth in the Salzburg race.



MIKE HAILWOOD knows what it means to be a champion — he's been one nine times.

Two-wheeler racing was where Mike the Bike made his name, and logged his nine world titles in the period of about six years racing on motor cycle circuits the world over.

During the same period he notched up 12 victories in the Isle of Man, probably the most difficult and hair-raising circuit the solo boys race on.

For several years now he has been concentrating on four-wheeler racing and although he has not yet approached the top echelons of the world championship log, came closest this year when he finished an excellent fourth in the Italian Grand Prix in a Surtees TS9.

For three years now Hailwood has raced Formula 5000 open-wheelers in Britain, scoring two firsts, two seconds, two thirds and a fifth to finish second in the F5000 championship this year.

In the Springbok Series last year he had more than his share of mechanical troubles in his Lola T210 and picked up a second and a sixth overall — as well as setting a "record" with a monumental spin on the main straight at Bulawayo.

This year he is driving the Chevron Vega B19 and is well up with the leaders. In fact he is now in second position only one point behind John Love.

Well-known in South Africa, his first visit to this country coming 13 years ago, he owns a luxurious mansion at Perwood Park in Westville.



For DAVE CHARLTON, South Africa's Formula One champion for the second year in succession, 1972 could be the big year.

For 11 years his determination, tenacity and will to win have been a feature of the racing scene in this country, but the coming season could see him make his mark in other and larger, fields.

Lucky Strike Racing, now a major sponsoring force in South African motor sport, will be sending "our" champion overseas in 1972 to take part in selected races, maybe even helping him into a "works" seat.

Given the right "breaks" there is no reason why Charlton should not become a factor in the international scene as well as in the local one.

The British Grand Prix in 1971 could have been the occasion on which Charlton made his mark. Unfortunately, a breakdown on the warm-up lap and a race which ended not many minutes after the start put paid to any chances he may have had. However, favourable comments on his abilities after each of the international races in which he has taken part in South Africa make it no more than a question of time before Charlton carries Springbok colours to starting grids in foreign countries as well as he does in this.

His career in motor sport started in sports cars, as did so many of

the careers of motor sportsmen the world over, and MG, Triumph and Austin Healey are all names that helped to set on the right path.

Last year's Springbok Series saw him campaign an Alfa Type 33/3 from which he hoped for more substantial rewards than those he got.

However, today mounted in a Chevron with Britain's John Hine, he is one of those who could finish in the winner's circle to repeat his performance at welkom a fortnight ago.



JOHN LOVE is a name few people in South Africa cannot have heard countless times — and all of them in connection with motor sport.

At 45 he has been in racing more than 20 years and is still in the front rank of drivers, by any standards. With two decades of experience to draw upon he is as wily as any one on the track and has made great use of his talents and knowledge to move to the head of the driver's table for the current series.

Although the withdrawal of Team Gunston from Formula One racing, announced in the second half of this year, was looked on by many as the occurrence which would hasten his retirement, there is no indication that Love is through with racing yet.

Lending substance to this belief in the respect that Bosch, one of the Rhodesian driver's longest-standing sponsors, have agreed to sponsor him again for 1972. Although it is believed that a new car is definitely on its way to Love for Formula One racing next year, the official comment to date has been that we'll have to wait until the Grand Prix in March before this is confirmed.

Love started his racing career on motorcycles, taking part in minor events in Rhodesia in the late 1940's. He went on to race saloons, sports cars and "specials" in the 1950's.

Then in 1961 he went overseas where he and another Rhodesian, Tony Maggs, proved a virtually unbeatable team in Ken Tyrrell's Formula Junior Coopers in Europe.

The following year Love became the British saloon car champion, dominating the British tracks in a Mini Cooper.

A crash, leaving him with an arm still slightly disabled, brought him back to Rhodesia in 1963, but in the following year he scored the first of his many South African driver championships.

From then until 1970, the year he ceded the honour to Dave Charlton, this Rhodesian driver carried all before him; six years of championship wins that must be one of the most remarkable records in motor sport anywhere.

Endurance racing is no strange experience for Love. In the Nine Hour, which was the start of it all, he has driven every year, being placed second in the very first in 1958, won in 1960 and '61, was second again in 1964 and '67, third in 1968 and fifth this year.

Temperatures run high at Hesketh and for a visitor to South Africa the cramped cockpit of a tiny sports car can be pretty warm. For Brian Redman, Lancashire-born winner of the first "Mercury" Three-Hour, waiting for the flag on the starting grid was not so bad while mechanics were on hand with a large umbrella.



JACKIE PRETORIUS, although apparently light-hearted in his approach to motor racing, is in fact very serious about it all. A colourful personality, a sense of humour even when there seems to be every reason for a completely opposite emotion, determination and ability have all combined to make him one of the most popular of South African drivers.

Team Gunston's withdrawal from racing could speed the retirement of Pretorius, unless a sponsor can be found to continue supporting him in Formula One.

Should he be forced to retire he will be sadly missed and with his fine performances throughout the Formula One season this year, motor racing generally will be the poorer.

His record this year in the Gunston Brabham BT 26 was one of his best, taking him into second position behind Charlton in the final standings. During the year he scored two wins, one second, four thirds and fifth and only failed to finish twice — once when he spun on oil and once in the last race of the season when he slid into the Armco at Welkom.

Pretorius started racing on road circuits eight years ago, his debut coming in a 1500 LDS single seater built by Doug Serrurier, the man who was responsible for much of his later success.

In 1968, driving Doug's Lola Ford five-litre open wheeler he was narrowly beaten by Love for the championship.

In sports cars he and Serrurier have driven in several Nine Hours and other Springbok Series races, and last year helped Barrie Smith to drive his Lola T70 into seventh position in the Nine Hour.

Kindly donated by Nigel Owen