

21st January 1973

OFFICIAL PROGRAMME

**30
CENTS**

**THE FOURTH
DAILY NEWS
S·A·T·T·**



**ROY HESKETH CIRCUIT
PIETERMARITZBURG**

JANUARY 21st

1973

PROGRAMME OF EVENTS

Saturday, 20th January, 1973.

1	12.30 p.m.	Scrutiny	— All Solos	5	3.30 p.m.	Practice	— Production Cars
2	2.15 p.m.	Practice	— Production Solos	*6	4.00 p.m.	Practice	— Racing Solos
3	2.45 p.m.	Practice	— Racing Solos	7	4.30 p.m.	Practice Ceases	
4	2.45 p.m.	Scrutiny	— Production Cars	* Not timed for grid positions			

SUNDAY, 21st JANUARY, 1973 — EVENTS

1	11.00 a.m.	Dickie Dale Trophy (200 cm ³ to 250 cm ³ Class), South African Championship	— 18 laps
2	11.45 a.m.	Dickie Dale Trophy (251 cm ³ to 350 cm ³ Class), South African Championship.	— 18 laps
3	12.30 p.m.	Dickie Dale Trophy (Formula 750 Class.) South African Championship.	— 18 laps
	1.15 p.m.	Classic Car & Motorcycle Parade	
4	2.00 p.m.	South African and Natal Championship Production Solo Class Scratch Race.	— 15 laps
5	2.45 p.m.	The Fourth Daily News South African TT	— 35 laps
6	4.00 p.m.	Daily News Natal Production Car Championship Class Scratch Race.	— 15 laps

FLAG SIGNALS

RED (exclusive use by Clerk of the Course) :

- Complete and immediate stop for all competitors.

YELLOW (waved) :

- Great danger, be prepared to stop.

YELLOW (motionless) :

- Take care, danger.

BLUE (waved) :

- Another competitor is trying to overtake you.

BLUE (motionless) :

- Another competitor is following you closely.

YELLOW with VERTICAL RED STRIPES :

- Take care, oil has been spilt somewhere on the track.

WHITE :

- An ambulance is on the circuit.

BLACK shown with WHITE NUMBER :

- Signal for car bearing that number to stop at its official pit on next lap.

BLACK AND WHITE CHEQUERED :

- Signal for end of race.

GREEN :

- Disappearance of danger previously notified.

FROM MIGHTY TO MINI
HONDA HOUSE
HAVE THEM ALL!

SEE OUR RACE PROVEN RANGE TODAY AT:—

95 PINE STREET — DURBAN
TELEPHONE 20055 :: 20446

DEPOSITS FROM ONLY 25%



DICKIE DALE TROPHY

250cc CLASS

PRIZE MONEY – For the fastest race time, irrespective of Class –
R50 and the Dickie Dale Memorial Floating Trophy

1st – R50 and Trophy 2nd – R25 and Trophy 3rd – R15 and Trophy

EVENT No. 1 11.00 a.m. 18 laps 52,218 kilometres (32,454 miles)

DICKIE DALE TROPHY – 250 c.c. Class

No.	Entrant/Rider	Machine	c.c.	Domicile
1	Castrol Team Sponsport/Johan Boshoff	Yamaha	250	Boksburg
2	Jim Peter	Yamaha	250	Pretoria
3	Castrol Team Sponsport/Mike Fogg	Yamaha	250	Durban
4	Errol Cowan	Yamaha	250	Jo'burg
5	Schafer Racing/Rodney Gray	Yamaha	250	Durban
6	A. DiBon/P.A. Labuschagne	Yamaha	250	Jo'burg
8	H. 'Kork' Ballington	Yamaha	250	Pmb.
9	Hans Stadelmann	Yamaha	250	Pt.Elizabeth
7	Jon Ekerold	Yamaha	250	Durban
10	Paul Eberhardt	Yamaha	250	Pt.Elizabeth
11	Mike Crawford	Yamaha	250	Florida
12	Graham Eldridge	Yamaha	125	Durban
14	Glen McInnes	Yamaha	250	Bloemfont.
15	Rory Nesbitt	Yamaha	250	Durban
16	Dudley Crammond	Yamaha	250	Krugersdorp
18	Brian Smith	Yamaha	250	Durban
19	Richard Schulz	Yamaha	250	Pretoria
20	George Cummings	Yamaha	250	Durban
21	Seiko Racing/Roger Barnes	Yamaha	250	Durban
22	Robert Baker	Yamaha	250	Uitenhage
23	Derek Chatterton	Yamaha	250	U.K.
24	Mick Grant	Yamaha	250	U.K.
25	Trevor Tilbury	Yamaha	250	Durban
26	David Marriner	Yamaha	250	Durban
27	Ron Adamson	Yamaha	250	Bulawayo
28	Peter Hermon	Suzuki	250	Durban
29	Cecil Lane	Yamaha	250	Rhodesia
30	Doug Smith	Yamaha	125	Jo'burg
31	R.J. Scott	Yamaha	125	Jo'burg
33	B. Keats	Yamaha	250	Jo'burg

* Castrol Team Sponsport / Mike Crawford

RESULTS:

1st Time Speed km/h
 2nd 3rd 4th 5th 6th
 Fastest Lap: No. Time Speed km/h

1972 Winner: M. Grant Time: 24 Min. 03.5 sec.

DICKIE DALE TROPHY

350 CLASS

PRIZE MONEY — For the fastest race time, irrespective of Class —
R50 and the Dickie Dale Memorial Floating Trophy

1st — R50 and Trophy 2nd — R25 and Trophy 3rd — R15 and Trophy

EVENT No. 2 11.45 p.m. 18 laps 52,218 kilometres (32,454 miles)				
No.	Entrant/Rider	Machine	c.c.	Domicile
40	Errol Cowan	Yamaha	350	Jo'burg
41	Simon Fourie	Yamaha	350	Durban
42	Castrol Team Sponsport/Johan Boshoff	Yamaha	350	Boksburg
43	Castrol Team Sponsport/Mike Fogg	Yamaha	350	Durban
44	*Mike Crawford	Yamaha	350	Florida
45	Alan North	Yamaha	350	Durban
47	Steve Thompson	Yamaha	350	Durban
48	Hans Stadelmann	Yamaha	350	Pt. Elizabeth
52	Schafer Racing/Rodney Gray	Yamaha	350	Pmb.
53	Roger Irvine	Yamaha	350	Durban
55	Schafer Racing/Dudley Schafer	Yamaha	350	Durban
60	Keith Petersen	Yamaha	350	Salisbury
62	Dudley Searle	Honda	350	E. London
64	U.K. Rider	Yamaha	350	U.K.
65	Mick Grant	Yamaha	350	U.K.
58	Smith & Watson/Shawn Burne	Honda	350	P.M.B.

* Castrol Team Sponsport/Mike Crawford

RESULTS:

1st Time Speed km/h
 2nd 3rd 4th 5th 6th
 Fastest Lap: No. Time Speed km/h

1972 Winner: M. Fogg Time: 23 min. 43.7 sec.

CYCLECRAFT

162 PALMER STREET — DURBAN

REPAIRS TO ALL MAKES OF MOTOR CYCLES, SCOOTERS
AND STATIONARY MOTORS.

MIKE HURWORTH
(Production cars)

Telephone: 61589

DAVE HAARHOFF
(Scrambling / Foot-up)

DICKIE DALE TROPHY FORMULA 750

PRIZE MONEY – For the fastest race time, irrespective of Class –
R50 and the Dickie Dale Memorial Floating Trophy

1st – R50 and Trophy 2nd – R25 and Trophy 3rd – R15 and Trophy

EVENT No. 3 12.30 p.m. 18 laps 52,218 kilometres (32,454 miles)

DICKIE DALE TROPHY – Formula 750 c.c.

No.	Entrant/Rider	Machine	c.c.	Domicile
70	Zeeman Hurst Motors/Keith Zeeman	B.S.A.	750	Rodepoort
72	H. 'Kork' Ballington	Kawasaki	500	Pmb.
73	Errol James	Ducati	750	Kmptn.Park.
74	Team Brake-Rite/Tony Potgieter	Suzuki	500	Durban
75	Honda House/Dave Woolley	Honda	630	Durban
78	D.H. Ramsay	Suzuki	500	Springs
79	Clive Southern	Triumph Trident	750	Salisbury
82	Smith & Watson/Bruce Symons	Honda	750	Pmb.
83	V. Smith	Triumph	650	Jo'burg
84	Robert Baker	Norton	750	Uitenhage
87	Billy Shearer	Honda	750	Jo'burg
88	Greg Barsdorf	Honda	750	Jo'burg
90	Tri-ang Super Toys/Richard Borain	Triumph Boyer	750	Pmb.
91	Andreas Georgeodes	A.S.G.	500	C.Town
93	B. Walker	Suzuki	500	Krugersdorp
94	John Cooper	John Player Norton	750	U.K.
95	Giacomo Agostini	M.V. Augusta	500	Italy
96	D. Engelbrecht	Norton	750	Zululand
97	C. Kunneke	Suzuki	500	Pretoria
98	Barry Spring	Triumph	650	Pmb.
86	Jon Ekerold	Suzuki	500	Durban
77	Les Van Breda	Suzuki	500	Springs

RESULTS:

1st Time Speed km/h
 2nd 3rd 4th 5th 6th
 Fastest Lap: No. Time Speed

1972 Winner: H. Ballington Time: 24 min. 11.6 sec.



A WINNER EVERY TIME

with HASTINGS RINGS, CHAMPION SPARK PLUGS,
ZENITH and SOLEX CARBURETTORS, GLACIER
ENGINE BEARINGS, FRANCO VALVES

From the Spares Specialists

DUROSE'S
Automotive Supplies
(Pty) Ltd.

104-106 STANGER STREET, DURBAN
Also at PINETOWN and PIETERMARITZBURG



PRODUCTION SOLO RACE

A qualifying class scratch event for the 1973 South African and Natal Production Motor Cycle Championship.

PRIZE MONEY: 1st — R10,00 2nd — R5,00
Trophy to the overall winner irrespective of class.

Event No. 4. 2.00 p.m. 15 lads — 43.515 kilometres (27.045 mls.)

CASTROL PRODUCTION SOLO CLASS SCRATCH RACE

No.	Entrant/Rider	Machine	c.c.	Domiole
CLASS A 75 c.c. — 125 c.c.				
1	Trevor Tibury	Yamaha	125	Durban
2	K. Poulton	Yamaha	125	Jo'burg
4	Kevin Hellyer	Yamaha	125	Germiston
7	R.J. Scott	Yamaha	125	Germiston
CLASS B 125 c.c. — 200 c.c.				
17	John Wynman			
22	Jack Gray M.cycles/Rodney Gray	Suzuki	196	E.London
24	Schafer Racing/Dudley Schafer	Yamaha	198	Pmb.
		Honda	175	Durban
CLASS C 201 c.c. — 250 c.c.				
27	Rodney Love	Suzuki	247	Germiston
28	F.J. Crawford	Suzuki	247	Roodepoort
30	J.D. van Niekerk	Kawasaki	250	Germiston
32	Frank Allen	Ducati	247	Springs
36	Donald Futter	Suzuki	247	Bloemfont.
37	Dirk du Plooy	Yamaha	250	Florida
44	Steve Thompson	Yamaha	247	Durban
45	Graham Guitij	Suzuki	247	Pmb.
CLASS D 251 c.c. — 350 c.c.				
31	W. Letley	Yamaha	350	Bloemfont.
47	J. Birk	Kawasaki	350	C.Town
50	Wayne Roibert	Kawasaki	350	E.London
52	Honda House/Keith Woolley	Honda	350	Durban
55	Mike Crawford	Yamaha	350	Florida
56	Glen McInnes	Yamaha	350	Bloemfont.
60	James Whyte	Honda	350	Durban
61	John Jonas	Yamaha	350	Durban
64	Pat Welman	Suzuki	316	Durban
CLASS E 351 c.c. — 500 c.c.				
25	Jeff Norval	Suzuki	500	Pmb.
69	Peter Bell	Honda	450	Jo'burg
72	Dudley Crammond	Honda	500	Krugersdorp
74	Geoff Naylor	Kawasaki	500	Durban
75	Honda House/Dave Woolley	Honda	500	Durban
77	Team Crawford Cycles/G.Pemberton	Suzuki	500	Roodepoort
79	Mike Paxton	Kawasaki	500	Jo'burg
92	Vic Lewis	Honda	500	Newcastle
95	Smith & Watson/Bruce Symons	Honda	500	Pmb.
CLASS F Over 500 c.c.				
70	Zeeman Huist Motors/Keith Zeeman	Honda	750	Roodepoort
83	Geoff Bonifacio	Ducati	750	Durban
85	Erol James	Ducati	750	Pretoria
86	Don Varoy	Honda	750	New Zealand
87	Billy Shinner	Honda	750	Jo'burg
90	Les van Breda	Suzuki	750	Springs
91	Gerhard Vidra	Suzuki	750	Jo'burg

* Castrol Team Sponsors / Mike Crawford

RESULTS:

1st Time Speed km/h
 2nd 3rd 4th 5th 6th
 Fastest Lap: No. Time Speed km/h



THE DAILY NEWS NATAL PRODUCTION CAR CHAMPION- SHIP CLASS SCRATCH RACE

PRIZE MONEY: - in each class. 1st - R15,00 2nd - R10,00

TROPHY TO THE OVERALL WINNER IRRESPECTIVE OF CLASS

EVENT No. 6 4.00 p.m. 15 laps 43,515 kilometres (27,045 miles)

No.	Entrant/Driver	Car	c.c.	Domicile
CLASS C				
5	Peter Dykins	Cooper S	1330	Durban
12	Iain Thomas	Gordini	1296	Durban
33	Robert Chapson	Gordini	1296	Durban
37	Wimpy Natal/Robert Jones	Gordini	1296	Southbroom
47	Chappie Wicks	Gordini	1300	Durban
52	Evan Boddy	Gordini	1296	Durban
CLASS D				
17	Garth Le Réservée	Renault	1330	Durban
27	Mike Hurworth	Renault	1300	Durban
31	Asst Auto Dist./George Lowe	Renault	1332	Durban
CLASS E				
11	John Edwards	Renault	1100	Durban
34	Ronald Maurer	Renault	1156	Pmb.
44	Chris Clegg	Renault	1342	Durban
54	Norman Crowe	Renault	1150	Durban
55	Dynamic Engineering/Denis van Blerk	Renault	1108	Durban
62	P.J. Pisters	Escort	1300	Durban
CLASS F				
7	D.R.C. Currie	Mini	998	Durban
35	Peter Terwolbeek	Anglia	1000	Pmb.
10	Durban Diesel/Mike Tilston	Mini	1000	Durban

RESULTS:

1st Time Speed km/h

2nd 3rd 4th 5th 6th

Fastest Lap: No. Time Speed km/h

CLASS A:	CLASS B:	CLASS C:	CLASS D:	CLASS E:	CLASS F:
Cooper V8	Alfa 1750/	Cooper S	Fiat 124S	Mini Clubman	Mini Clubman/
Firenza V8	2000/Spyder	Viva GT	Fiat 125/5	GT 1275	de Luxe/1000S
Fairmont GT	GTV	Datsun GL	Escort 1600 GT	Renault RB	Mini 1000
	Capri 3000	1800	Datsun 1600/	1100/R12	Escort 1100
	Cortina Perano	Firenza 2.5	SSS	Escort 1300/GT	Colt 1100
	Escort Proton	Opel Manta	Capri 1600/GT	Fiat 126	Anglia 1000
	2000	1900	Alfa 1300	Mazda 1300	Opel Kadett
	Rover 3500	Capri 2000 GT	Supra	Anglia 1200	
	Chev SS/Monaro	Toyota GSi	Renault R10	Datsun 1200	
	Mazda RX2/3	1900	1300	Fiat 124	
		Cortina 2000	Opel Manta		
		Renault	1000		
		Gordini			
		Alfa 1600 super			
		BMW 1800/2000			
		Ford 20M			



At 28, Mick Grant made a late entry into big-time racing. But once he got there, he made his mark rapidly and is now considered one of Britain's brightest hopes in international motorcycle competition.

A motorcycle mechanic and racing frame builder, Yorkshireman Mick started racing seven years ago on a Velocette 500cc single. He rode it successfully in club events and took many championships . . . but his first ride at the Isle of Man in the 1969 Manx G.P. was less than perfect when a breakdown made him finish 48th out of 48.

In sharp contrast, at the last Isle of Man TT, he finished third in the 350cc Junior (to Agostini and Tony Ritter) and third in the 500cc Senior (to the MV's of Agostini and Alberto Paganì) aboard a Kawasaki.

His breakthrough came in 1970, when Jim Lee — builder of Dalesman trials 'bikes — took him under his wing. Mick built his own lightweight frames for a B.S.A. Gold Star engine, a 350cc Yamaha engine and a 750cc Norton Commando engine, and successes came thick and fast.

He still wears the initials JL on his helmet and his fairing in gratitude to Jim Lee, but last year he entered international racing with a bang aboard a range of Padgett-sponsored Yamahas. After the Isle of Man races, he switched to finish the season aboard a John Player Norton — his first works ride — and his own Yamahas that he has brought to South Africa.

He believes that a professional racer cannot afford to go chasing titles — preferring to ride in big money, non-championship international events. None the less, last year he was British 350cc champion and only missed the 500cc title by a whisker when his motorcycle seized up while he was in the lead of the last lap of the last race.

Grant will ride 250cc and 350cc Yamahas today, and has a suspicion that Ago's MV may well fall victim to his or another's Yamaha on twisty Roy Hesketh circuit.

Another experienced British rider, Derek Chatterton is from Lincolnshire, where he runs a large Yamaha agency. And it is aboard 250cc and 350cc Yamahas that Chatterton will pit his skill against the track today.

Truly a multi-champion, Derek has won several British championships in various classes in the last decade. His most recent was the 250cc championship in 1971.

His home circuit is Cadwell Park, where he is known to be the man to beat. Today will be his first race in South Africa.



HUGH "KORKIE" BALLINGTON will be at least near the front during the TT this year. This is a safe prediction, unless mechanical gremlins take a hand.

Racing his three-cylinder Kawasaki-powered Seeley racer, Korkie has proved the 'bike's and his own worth. Racing in biting rain on a slippery track, he trounced the opposition in the Race of Champions late last year, and won himself one of the Natal Mercury "Rider to Europe" awards.

Ballington started off with "buzzy-racing", and won the 50cc Natal championships in 1968, 1969 and 1972. In 1969 and in 1971, he took the Natal Castrol Production Solo championship.

The biggest success in the Pietermaritzburg rider's career came last year, when he took the 1 000cc national championship title aboard his "Kwacker".

At last year's Dickie Dale 1 000cc race, Korkie stayed on his 'bike while leaders Paul Smart and Ray Pickrell fell off in a tangle of machinery and third-placed Agostini tumbled at the same part of Quarry Curve a lap later. Ago remounted, but Korkie was already past and he won the race.

He rode magnificently in the TT, and was third overall and the first South African home.

The TT will be Korkie's last race in South Africa before setting off for his overseas trip.



(Picture by: Daily News)

MIKE FOGG — the darling of Natal motorcycling — needs little introduction to South African racing fans. He has been well in the public eye since his excellent season last year, when he carried off both 250cc and 350cc South African championship titles (the first time one man has won both titles in one year) and finished off by being one of two riders invited to race in Europe on the Natal Mercury "Riders to Europe" plan.

"Foggy" was born in Johannesburg 25 years ago, but moved to Natal at a very early age. His family moved back to Pretoria when he was in Standard 2 at the Westville Boys' High School, but in 1970 Mike returned to Natal "to stay".

He started racing at the age of 13 on buzz-bikes ("highly illegal") and then moved through a production Triumph Bonneville to a Manx Norton. "That blew up in Pretoria while I was chasing Jim Redman, and I then was given a racing 250cc Kawasaki by Club Motors in Pretoria."

He won first time out, and went on to finish third to overseas star Mike Hailwood and Tommy Johns in the 1967 Dickie Dale Memorial races at Roy Hesketh in 1967.

In 1968, a motor accident broke his back in three places and kept him out of racing for two years. His first full season after that was 1971, where he was plagued by engine trouble on his 250cc Yamaha.

In 1972, he came into his own. He won 14 out of a possible thirty 250cc and 350cc national championship races, set lap records at every track in South Africa and Rhodesia, and became the first rider to take a double championship. He was awarded Springbok colours for his achievement, and soon after the TT, will leave for Europe, where he hopes to spend at least a year. He rides 250cc and 350cc Yamahas in today's race.



Mike Fogg at the Rhodesian Grand Prix Meeting when he won the 250 c.c. 350 c.c. and unlimited class. (Picture by: Earl Coetzee)



Kork Ballington on his Seele — Kawasaki, 500 at The "Mercury" race of champions (Dec. 1972). (Picture by: Mike Scott)

JON EKEROLD, who turns 26 in October this year, has a record to beat. His uncle is Gus Monzales, the Mini racer with the perpetual cigarette-holder in his mouth, who carved his name indelibly in so many categories of Natal motor sport.

And Jon is well on the way to finding a similar niche. He is the current Natal champion and was only pipped to the post for the South African 250cc championship by Mike Fogg in the final race of the season.

Ekerold started racing in 1969 aboard a Yamaha production 250. Then in 1970 he got his first sponsored ride aboard a 350cc Honda and bought a 250cc racing Yamaha. Disaster struck. On the way to a race in Rhodesia, both 'bikes were severely damaged in an accident in Ermelo, and that was the end of 1970's racing for Jon.

In 1971, his Alpet Motors Suzuki 350cc production 'bike was only beaten once . . . in its last race. He was runner up to Johann Boshoff in the 250cc national championships aboard his rebuilt Yamaha, won three major races on it and set a Kyalami record.

Last year, he again raced the Yamaha, and has an unbeaten record in club races at Roy Hesketh aboard the 'bike. Only just beaten by Fogg in the national championship, he won the Natal championship.

He is now riding a Daytona Suzuki 500 as well as his Yamaha 250, and it is on the Suzuki that he will try for TT honours. In practice, he has gained lap times only a second away from Agostini's MV Agusta times last year, and feels that he and other top South Africans have a good chance at taking the race.

Ekerold lives in Durban, and was educated at Estcourt High School.



(Picture by: Daily News)



(Picture by: Daily News)

JOHAN "BOSSIE" BOSHOFF began his ninth year of motorcycle racing this year, and with a record of success that includes the South African championship under his belt, he is one of the favourites for the race.

Based in Boksburg, Bossie is a mine-captain when he is not motorcycle racing. With this experience, he has seen racing fashions change considerably. His first race at Kyalami in 1964 was aboard a thumping B.S.A. Gold Star (he finished second). Today he is — like almost every other rider — Yamaha mounted.

At his last race at Roy Hesketh — the rain-soaked Race of Champions last year — Bossie came home second to Kork Ballington in extremely trying conditions. He is always a formidable force to contend with.

Johan Boshoff is a family man, married with two young daughters. His wife Sounette is a regular pit helper and lap scorer for the Transvaal rider.

Many compare Bossie to similarly-besppectacled John Cooper — riding the John Player Norton in today's race. Both men have been riding for some time, and are race-winners through and through.

THE SOUTH AFRICAN TOURIST TROPHY HISTORY

FOUR years ago, The Daily News South African TT began. Sounds simple . . . but behind those few bland words lay months of scheming and planning, organisation and frustration, and some worldwide teamwork that brought the top overseas stars and their motorcycles to race against South Africans on Roy Hesketh Circuit.

The idea of an international motorcycle race had been mooted some time before, and in fact top-flight international riders including Jim Redman and Mike Hailwood had ridden at various Dickie Dale Memorial race meetings before.

But it was not until the Natal Motor Sport Union, The Daily News and former Suzuki works rider Frank Perris put their corporated heads together that a full-scale international race divorced from existing events was born. Today, Frank Perris — who worked closely with NMSU chairman Des North to make the first race possible — is involved in a different capacity. He is manager of the John Player Norton works team who are fielding John Cooper for today's race.

The Daily News and the NMSU are still together, respectively sponsoring and promoting, and organising the TT.

Each year, the TT has attracted the cream of European motorcycle racing talent. The race is well-known overseas among top riders, a few of whom are invited to race in the sun each year. Together with next Saturday's race at Kyalami, The South African TT forms the Impala Series annually growing more important.

A glance back into recent history shows how each successive TT has made its mark.

In the first race in 1970, four overseas riders were invited. Giacomo Agostini brought an MV Agusta, Phil Read pair of Yamahas, Alberto Paganini had a works Linto 500cc racer from Italy, and Jack Findlay of Australia a Yamaha.

But it was the locals who made much of the running as the visitors were sidelined by machine trouble. First Agostini retired from the TT with electrical problems that struck while he was leading. Findlay never made a showing, and Paganini's Linto failed him. Phil Read, the only foreign survivor, won the race aboard his Yamaha 350cc from Durban's Kelvin Thomas and Peter Aitken riding similar motorcycles.

The race was a resounding success. Crowds had flocked to the circuit, and the stage was set for a successful series.

In 1971, an extra rider came from England to make five invited foreigners on the grid. And with Agostini — MV Agusta, Rod Gould — Yamaha, John Cooper — Yamaha, Paul Smart — Triumph Three, and Ray Pickrell — BSA Three — on the grid, it could not be anything but a thrilling race.

It was. Ago avenged his failure the year before with a convincing win, with Paul Smart's sweet-singing Triumph close behind. Pickrell lost his third spot five laps from the end with a broken drive chain, and local Richard Borain brought his Yamaha home third.

Last year's Third The Daily News TT attracted four riders. Ago came again, as did Smart and Pickrell. Barry Sheene — longhaired Londoner riding a Yamaha and a Suzuki, was a newcomer.

But misfortune struck before the race began. Smart and Pickrell tangled and fell at Quarry Curve while riding in exultant close company after their Triumph and BSA triples had convincingly left Ago's MV trailing in the 1000cc Dickie Dale race. Ago took a rare tumble at the same spot a lap later, but remounted to continue. The two Britishers were not so lucky: Smart's Triumph was badly smashed, and Pickrell was in hospital with a broken ankle, a broken collar bone and other injuries.

So the TT later in the day was a walkover for Ago. Sheene followed him home with Pietermaritzburg's Korkie Ballington chasing hard for third spot on his Kawasaki.

This year remains to be seen. Yamahas dominate the field . . . with some notable four-stroke threats. At the time of writing, it is not known whether Agostini will bring his MV — but if he does, he will be determined to make this year a hat-trick win for the Italian motorcycle. A big threat comes from John Cooper who has beaten Ago before. His 750cc lightweight John Player Norton is a big threat. And — with South African and Natal motorcycle racing at one of its highest peaks for years — this year may easily see the first South African winner.

One thing is clear, The Daily News Fourth South African TT has the ingredients of a race every bit as exciting as any of the past events.

Why TT?

Everybody knows that the initials stand for Tourist Trophy, and are taken from the most famous and historical motorcycle races in the world . . . The Isle of Man TT. But they got tagged onto The Daily News race by accident.

Mr Des North, chairman of the Natal Motor Sport Union which has organised the big race since it began, explained. "We were busy inviting riders to the first event in 1970, and were puzzling over what to call the race.

"Then came the news that Giacomo Agostini would bring an MV Agusta to the race; and some creative newspaper reporter dubbed the race The South African TT in his story.

"Once the name had appeared in print, we were stuck with it. But it is a good name," Mr North said.

This meeting is organised by —
The Natal Sport Union Racing Committee,
for and on behalf of —
The Natal Motor Sport Union (Pty) Ltd.
Programme published by —
Basil Anderson, Box 128, Point, Natal

Tall, bespectacled John Cooper is one of the best-known and best-liked of the British top-line riders . . . and one of the most experienced. "Coop" has been winning races against some of the biggest names in the business since the mid-sixties.

He has concentrated on British short-circuit races, and is regarded as King of Mallory Park, his home track. He has, in fact, beaten Agostini there. Such is his talent that many believe he could have been world champion several times over. But he does not believe in chasing titles, and has always ridden in races of his own choice.

Easily recognised by the staring "Moon-Eyes" he has painted on the front of his helmet, John Cooper, began his competition career riding trials at the age of 16.

But he soon switched to big Norton single-cylindered machines and started winning race after race. Then Yamahas became accepted track wear for race-winners, and Coop made the switch.

But today he will be back riding Norton again, his first ride with the British factory in his new role as their works rider.

Married, Cooper has his own garage business in Derby. Three days after today's race, he will celebrate his 35th birthday . . . a good age to launch out again as a works rider on a top factory motorcycle.



John Cooper after a race victory at Cadwell Park, G.B., in September 1970 (picture by Mick Woollett).



(Picture by: Daily News)

Giacomo Agostini is probably the best-known motorcycle racer of all time. He has more world championships to his credit than any other rider (12 against Mike Hailwood's and Carlo Ubbiali's nine each) and the handsome Italian MV Agusta rider's name is a household word the world over.

He has competed in every The Daily News South African TT so far, and failed to win only the first when his MV gave electrical trouble. His crisp, clean and unflustered style is a favourite with race-goers wherever he rides.

And the MV Agusta machines he rides are admired by experts and laymen. The immaculate red multi-cylinder machines are engineering masterpieces. But lately, screaming two-stroke Yamaha twins have been challenging the superiority of even the larger-capacity MV's, and Ago will have his work cut out here at Hesketh as on every other world circuit.

Agostini was born on June 16, 1942 (that makes him 30) and began motorcycle racing when he was 19 despite the offer of a substantial bribe from his wealthy father to keep him off two wheels.

His racing success made him far more money, though. He has been riding MV Agusta's since 1965, and is reputed to earn a salary of R20 000 a year. Add on prize money, starting money, bonuses and endorsement cash and his earnings are probably doubled. He has also starred in Italian films, where he is a national hero.

Ago will not reveal the engine size of his MV Agusta . . . it could be either 500cc or 750cc. But the Agusta policy is secrecy, and nobody outside the circle knows for certain.

Whichever it is, Ago will have his work cut out to stay ahead of the works John Player Norton and the Yamahas of the top overseas riders and local stars today.