

# Newspaper and Press Articles

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## Roy Hesketh reunion

**RICHARD McMILLAN**

FIFTY years ago a young girl and her father trudged through the long grass on a hill overlooking Pietermaritzburg while on the other side of town I raced my bicycle around a twisty track seeing myself as my hero, one of the greatest motorcycle racers of all time, the legendary Geoff Duke.

On the grassy hill at Hay Paddock, young Yvonne Travers stood by as father Percy and Dr Tim Meyrick pointed out where they envisaged a motor racing circuit to replace the famous Alexander Road venue could be built.

As chairman of the Maritzburg Motorcycle and Car Club, Percy was charged, along with the officials from the two Durban racing clubs - Parkhill Motorcycle Club and Natal Motorcycle and Car Club - with finding a suitable place to build a new racing circuit.

Travers and Meyrick had located the Hay Paddock site and the representatives of the two Durban clubs travelled to Pietermaritzburg for an inspection. The decision was unanimous, the site was perfect and the first concrete steps towards the building of Roy Hesketh circuit were taken.

As a legend in South African racing through his exploits on motorcycles in the TN and in his beautiful ERA which he had raced and which later became the property of the late Basil Beal, it was little wonder that a permanent home for racing in the province should be dedicated to his memory.

With consensus having been reached on the location, the three clubs formed the Natal Motor Sport Union.

Travers and Meyrick approached the Pietermaritzburg City Council and obtained permission for the track to be built and secured a 99-year lease on the property.

Percy then approached Oliver Hesketh, father of Roy and asked him permission for the circuit to be named after Roy who had been killed in action during World War 2. (Roy, 23, was killed in the Middle East when a plane lost control during a formation and chopped the tail off the Ventura of which he was the co-pilot.)

Oliver Hesketh did not hesitate in giving his permission and along with it, he donated £1 000 to get the fund-raising off the ground.

It was all systems go and there began a venture of co-operation and dedication the equal of which



Start of one of the early races at Roy Hesketh, looking up towards Henry's Knee as the field hurtles down to Quarry Corner.

## The Hesketh legend

you will go a long way to find today. There was a lot of work to be done, other than the building of the racing surface itself, and every weekend they came from all corners of the province - club members, racing enthusiasts and their friends and, as one big happy family, they pitched in putting up fences, power lines and lines for the public address system and mixing concrete, pushing wheelbarrows or tossing bricks to build the control tower.

It was every Saturday afternoon and every Sunday and I was privileged, along with my eldest brother John, now departed, who was a member, to be part of the experience.

Wives and girlfriends joined in as well and every Sunday they laid on a magnificent lunch for the workers.

That wonderful man, the late Colin Dove, was one of the stalwarts and every Saturday and Sunday he would collect John and myself in his Doves Funeral Parlour Ford truck.

Returning in the evenings we would often stop off at Doves and, sitting among the coffins, have a drink and discuss progress.

There were many wonderful men and women who gave up their weekends for many months to build Roy Hesketh - a spirit of camaraderie among men and women who loved motor racing.

In passing, just a note on how one's destiny can be played out. I am a distant relative of Roy Hesketh through his father Oliver and my mother - a Miss

**Motoring**  
March 29/30 2002

famous Lotus Cortinas. The cream of the South African riders raced on the legendary machines like the Featherbed Norton, the GSO Matchless, the 7R AJS and the Velocette - before the arrival of the two-stroke machines.

I played a role in the staging of the Daily News TT which brought top overseas riders like the legendary Giacomo Agostini and his world-beating MV Augusta to Hesketh and was also one of the drivers of the lead car, Jackals, that established the South African 24-hour endurance record at the track for Volkswagen.

Roy Hesketh was closed some 20 years ago. Parts of the circuit still remain and plans are afoot to restore the track to its former glory and establish a museum and motoring centre there.

Yes, I remember Roy Hesketh well, the excitement and thrills of the racing, the many friendships of the wonderful men and women who helped to make it a very special part of South Africa's motor racing history. I hope that some of those old friends will be there revival on March 30.

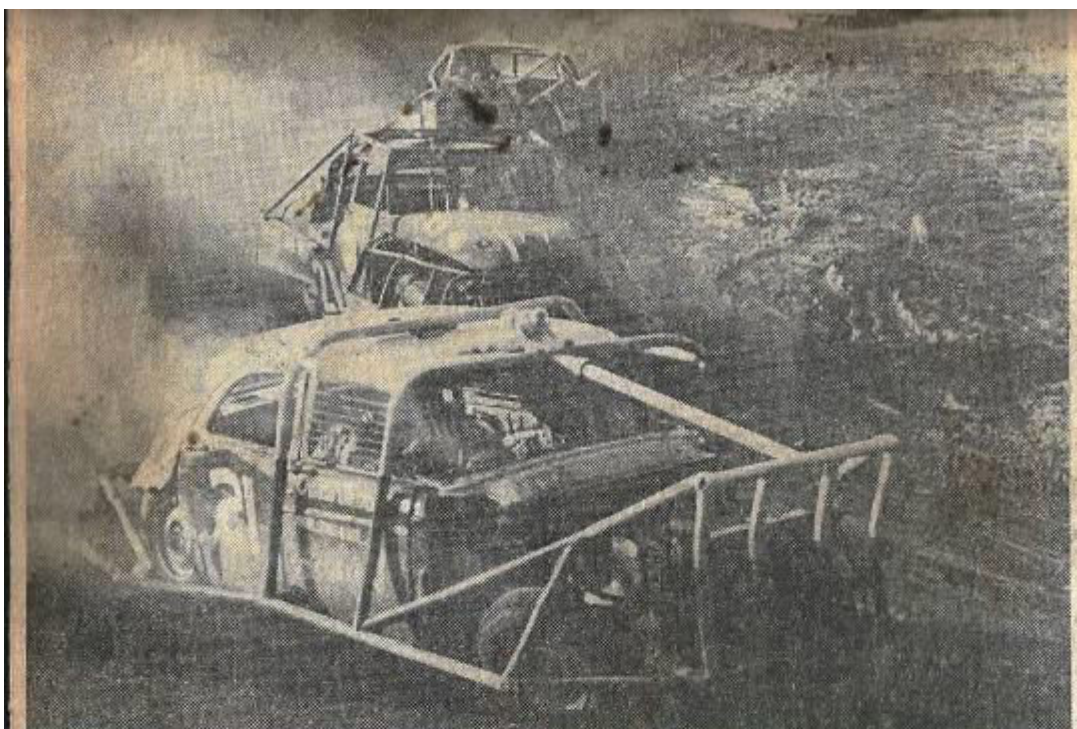
just after the control tower and the Kink became known as Henry's Knee after that.

There was also the first appearance of possibly the greatest motorcycle racer of all time, the late Mike Hailwood, who I can still see as a boyish-looking, fresh-faced young man who in later years became a very good friend.

There were so many great riders and drivers it is impossible to mention them all.

In later years I again became heavily involved with racing at Roy Hesketh as motoring editor first for The Natal Mercury and then for the Daily News, covering and promoting all race meetings held at the venue.

Those were wonderful years with memorable racing involving top cars and drivers including the likes of John Love and Tony Maggs in Formula 1 cars, Formula Atlantic, sports cars and the saloons such as the



● GAFF OWEN sprays dust as he leads into a corner with a buckled front wheel at the Roy Hesketh stock car meeting. Owen is followed by C. Venske and Witty Boast.

## STOCK CARS BITE DUST AT HESKETH

By Accelerate

THE "dustbowl" lived up to its name at the Roy Hesketh Circuit yesterday when an excellent crowd turned out to watch a stock car meeting organised by the Maritzburg Motorcycle and Car Club.

Unfortunately, there were a high number of car "casualties" among the entries and towards the end there were sometimes only three cars on the starting grid. As usual, lost wheels were the order of the day, but perhaps the most spectacular incident was when Ken Vincent managed to get a double roll out of his Formula Two.

A less pleasing incident occurred when Terry Welden's machine was given a hard shunt onto the bank. It is doubtful whether a car would go right over the bank where the crowd stands, but somebody could get hurt in the panic to avoid a car.

Luckily, nobody was hurt when Welden's car threatened to go over the bank—except for a few people with sand in their eyes.

The motorcycle speedway events were highly entertaining—the riders seem to become more daring with each meeting. Horace Bergstrom and Ray Milson dominated, with Durban taking the honours from Pietermaritzburg by 92 points to 97.



The second in a series of articles looking back at some of South Africa's famous circuits and the races and racers who took part. This month we look at Pietermaritzburg and its two tracks, **ALEXANDRA PARK** and **ROY HESKETH**

**WHEN IT COMES** to sporting connections, in many people's minds Painesville is associated with the Coast-to-Coast Marathon rather than motorsport but in fact it has been home to two race tracks. Alexandra Park was the first, a street circuit 5.472 kilometres in length, the development of which owed much to the support of local Chrysler/Plymouth agent Billy Mills. The race lay began halfway along the 12km Alexandra Road, turned left at Barrack's Bend on Sunrise Margaret Drive towards the river, then turned left at Doul and Pocius Companies onto Kiokee College Road (passing the Supreme Court) and then right onto Topham Road. Another left at the Shinyang Bend crossroads led onto French Road then a final left at the Alexandra Road T-junction heading back towards the

The first race was the Coronation 100 (in honour of the coronation of Britain's King George VI) that took place on 31 May 1937, a handicap event that boasted 32 starters and included such iconic cars as the Alfa Romeo Monza, Aston Martin V8, Bugatti 35C, Mercedes-Benz and Riley Brooklands. The race proved highly entertaining as the 100 were held in the rear and all well-served with entries. Indeed, Mills took top of the race and finished sixth but died of heart failure as a result of pneumonia four months later.

Racing continued up until the war intervened and re-started on 18 April 1949 with, appropriately, a Coronation 100 with no less than 47 starters including Bentleys, a Bugatti 35C, an ERA, a Lagonda L45 and a rapid Fiat special mixing it with many local Austins, MGs and the like in front of a huge crowd. The ninth and last Coronation 100 took place on 19 May 1950, a handicap race of 165 starters, with a scratch mix of road cars on handicaps to a four-lap Madstock circuit. The 1950 race was the last of the Coronation 100s.



The Luki Botha/Dawie Gouw Elva-Porsche finished third.

A Start of the Formula Libre race at Hesketh on 7 February 1966. On the front row are Jimmy de Villiers (Cooper-JAP no.8) and Bill Dunlop (Cooper JAP no.7), second row Tony Maggs (Tojeiro-Jagu no.8), Bruce Johnstone (Volup Special no.11) and Ralfen Hartman (Nasuar Social no.12)

▼ A typical close dice between John Love (March-Cosworth 700 and, on the right, race winner Dave Charlton (Lotus-Cosworth 49C) at the 1971 Coronation 100



## HERO HESKETH

**BORN IN** *London, Surrey*  
 By 19, Healey grew up as an all-round sportsman but eventually concentrated on two- and four-wheeled activities. A dramatic win on the BSB 250 cc motorcycling title first brought him public acclaim before he began racing various bikes and cars at all venues including Alexandra Park, St Pauls and the Earl's Court Circuit, which hosted both local and international grand prix events. With the outbreak of WW2, Ray—who had privately learned to fly—thru the way into the SAAF despite leaving school without the requisite material to become a pilot (the lift to take up a pilot's licence was given to him in view of his previous flying experience). He was posted to the RAF in 1941, but his father's bakery in later years, he nevertheless qualified and became an instructor before in 1944 answering a call for bomber pilots. However, after only two months in the role, a mid-air formation accident caused to another pilot crash-landed at a nearby airfield but caused a crash. Along with his three other crew members, co-pilot Lieutenant Poy Heskett, aged 29 and by then married, died on 9 September, and is buried in Egypt.

Motor Racing Foundation for R3.25-million. More than three-quarters of the original track was still available and development plans included a 2.5km track layout, a period reconstruction of the pits and control tower and the building of a Hall of Fame, legends cafe and a motor museum. However, in 2010 the circuit was closed down again following numerous civil complaints against the noise and in 2013 it was put up for sale once more due to the foundation defaulting on its original sale conditions, a sad finale to an historic landmark in South African motorsport. 



Great Bloods Dean Hoffman  
Cooper-Alfa Romeo was the  
1964 August 120 at Haverhill  
record his first F1 win



**ROY HESKETH CIRCUIT**  
PIETERMARITZBURG

South African champion Doug Guff in the Riley TT Sprint. Africa's fastest-ever race is credited to George Connell in his 1926 6C, who registered an average of 129.26.

Post-war, there was increasing general enthusiasm for motorcycling, which had been kick-started by the 1948-49 Isle of Man TT. The first of the Pan Pacific Trophy races on nearby Durban's Seal Pointe. But the city of Pietermaritzburg was growing and in 1953 the inevitable happened when the city council decided to build a new feature on urban development. But all was not lost. A consortium consisting of Doug Aldridge, Clive Dave, Ossie Fries, George Finch and George Smith bought a plot of land in the suburb of Harewood, six kilometres south-east of the city and named Ray Heasath in honour of a South African racing legend (see page 10 for more details). The town's history is typified by an excellent spectator viewing as well as scenic backdrop and the area's most racing heritage today.

Starting on the Durban Straight, the track went along to the left-hand corner. Curve then along down the 'Pietmaritzburg Straight' to The Link where the track then right-hand cornered. This led onto the Valiant's Straight that passed over the new-circling pit access road into the long left-hand Sweep, which had the highest point of the

track, Angus's, at its apex, in fact led back towards the pits and start/finish line, initially by a mere 172 ft (52 m). The 1972 Kilncliff line (the lowest point of the circuit) was extended to create a lap of 2,914 ft. The main straight (that ran from the start to the 180° turn) was 1,000 ft long and sloped downwards by 30 metres.

Keeping with a tradition, the first race was the 1000 metres, which was won by the 1972 champion, an entry of not less than 49 cars, including 500 cm3 Formula 3s and a host of specialists, mainly Austin. The 1000 metres was a real test of pace, as the cars were scarce at the time and those that were available were of pre-war design, but the racing was superb. The 1000 metres was won by an Austin won from Dennis Cockfield (Austin) and Harry Paine (MG).

Following this, the track was steadily improved from Brian Brodie's MG 1087hp test in 1955 to the best short circuit lap of 129.12gh recorded by an Austin 1000 in 1972. The track was fast, powerful, and modern – as cars appeared, the average lap time continued to increase despite the larger and larger collection of cars. The 1000 metres of South Africa's F1 championship, in 1976 Dave Charlton drove the fastest ever lap in his McLaren, and the 1000 metres was an ever popular event.

Prior to the December 1999 race, and in spite of a threat by the Natal Provincial Administration

[illegible]

**♣ Carnage as Steve Marlet can only look on at his beating. LDR-July while behind Bob Ray's Lotus is punished to safety during the 1964 Heathcote 120 race**

**ALEXANDRA PARK RACE CIRCUIT**

COLLEGE ROAD

TOPHAM ROAD

ANGELI'S ANGLE

ALEXA PARK

BARRACKS BEND

ALEXANDRA ROAD

1900 Buick 24 (Teash Norman)  
 1900 Buick 40 (Carmichael)  
 1914 Austin 500 (Al Henson)  
 1900 Buick 10 (H. J. P. van der)

## PHOTO ACTION AT HESKETH



Above: The popular "Natal Mercury" three hour race held in appalling wet conditions at Hesketh. The large contingent of entries provided for some thrilling racing — even if only in a mist.



Keith Berrington-Smith (right) takes an early lead at Henry's Krom, just before hitting the main straight.



A Toyota Celica loses a wheel and spins off at Brown Hill corner.



The start of an endurance race with up to twenty cars entering. The race was based on a Le Mans style start, sometimes dangerous, but a thrill for spectators.

**WITHOUT THEM,  
IT'S ONLY HALF  
A TUNE-UP.**



The dominating Team Gunston cars driven by Jochen Mass and Eddi Kitzan, hurt themselves into Quarry Corner. The duels between these two and rivals from the Lucky Strike team (Dave Charlton) were the highlights of these events.



John Love/Team Gunston starts at the start of a three hour endurance race. Love, Dave Charlton and Eddi Kitzan always finished in the top three.



# Hesketh to race again

Historic race track in Pietermaritzburg gears up to host its first proper car race in years

ALWYN VILJOEN

THE Hesketh circuit will roar again on Saturday — but not too loud — as the historic race track in Pietermaritzburg hosts its first proper car race in years.

Like the Kyalami track in Midrand, the Roy Hesketh circuit has been mostly silenced by the Hayfields suburb that grew up around it over the years.

Now, Wesley le Roux of We Are Driven plans to bring regular races back to the track, collaborating with William Scheepers of Fast and Topless fame to stage a tribute race to the South Africa's legendary Formula 5 000 racer Billy Scheepers at the circuit on February 15.

For six seasons, Formula 5 000 was the equivalent of today's Formula 1 during the late 1960s and early 1970s.

Like Formula 5 000, the Hesketh circuit has been in terminal decline since its glory days, having hosted its last official race in 1981. The track has now been restored and can be rented for considerably less money than circuits in Gauteng.



Fred Gradidge and Pledie van Rensburg (number 26) battle with Glen Holster and George Palmer (number 48) over the dirt track between quarry and the main straight in 1964 at the Roy Hesketh Circuit Heritage. PHOTO: ROY-HESKETH-CIRCUIT-HERITAGE

Le Roux told *Wheels* only 45 cars would be allowed to compete, all of

them limited to 100 decibels. He expected may private owners in private cars to jump at the chance to



The main straight at the restored Hesketh track, waiting for events. PHOTO: FACEBOOK

compete in this rare opportunity to race around the legendary circuit.

He said the focus was on providing family fun on the first Saturday of every month while bringing back motor sport in South Africa.

Entertainment will be provided for children behind the club house with a jumping castle, carousel swings, water

pistols and much more.

The fee for spectators is R30 while the entry fee for racers on a first-come, first-served basis is R400 per car, with the second driver paying R100 and passenger R50.

All occupants in cars that will be racing have to sign an entry form on which they acknowledge that they will listen with both ears on the day, obey all marshals and instructions and that the organiser will have the final decision in which class the car falls into on the day. The rules further state: "I understand the decibel limit is 100 db and will comply — or go home!"

The drivers' briefing and categorising of cars start at 8.30 am and after the various categories have had their run, the organisers will have a competition for the best burn-out and donut at 2.30 pm, before the prizegiving at 3.30 pm.

For more information, contact Wesley le Roux on 082 699 3306 or e-mail WeAreDrivenEvents@gmail.com.

February 13th 2014 saw great news and then the next day it was cancelled.

## Roy Hesketh tribute day for Billy Scheepers cancelled

ALWYN VILJOEN

THE Roy Hesketh Motor Racing Foundation yesterday cancelled a planned tribute day that was to be held at the historic circuit in Pietermaritzburg tomorrow.

*Witness Wheels* yesterday published the news that monthly family-day events were being planned at the track.

Tomorrow's event would have seen a maximum of 45 drivers allowed the rare opportunity to do exhibition runs

in their private, production cars around the track in tribute to the KZN's international racing champion from the late 1960s, Billy Scheepers.

Organiser of the tribute run, Wesley le Roux from We Are Driven, told *Witness Wheels* the lucky few drivers who would be allowed to go around the circuit on a first-come-first-serve basis would not be allowed to race, but only to drive around the track in exhibition runs 30 seconds apart, in tribute to a legend who had put South African racing

on the map.

But last night, MD of the Roy Hesketh Motor Racing Foundation Mike Fogg told *The Witness* even such exhibition runs could be seen as motor racing, which the foundation had to agree would never happen at the circuit again before the Msunduzi Municipality would permit the foundation to stage other types of automotive events at the track.

Le Roux said they have cancelled all arrangements for tomorrow and would

structure future family fun days at the historic track to comply with the rules laid down by the council and the foundation.

He said following the article in *Witness Wheels*, one Hayfields resident had called to confirm the noise would be kept down below 100 decibels, but many more car enthusiasts had called him for details on the exhibition runs.

"There is clearly a huge desire among motoring enthusiasts to experience KZN's most historic track," he said.



## The golden oldies show 'em how!

THERE were a few illusions that evaporated in a puff of blue exhaust smoke at Roy Hesketh late last month, when the Maritzburg Motor Cycle and Car Club put on their own veteran, vintage and post-vintage car race.

The illusions were those firmly held by modern-day racegoers who never believed that cars — many of them quite a bit older than themselves — were capable of speeds even modern cars would rate quite respectable, thank you.

The sight of a giant 4-litre Bentley steaming down the main straight of Hesketh at more than 90 miles an hour (none of this newfangled increased noise about Bentleys), rubbing off speed in the curve into Quarry, and then skidding round Quarry Corner with its giant tyres howling soon dispelled any notion that the old-timers did not know what racing was all about.

Said MM correspondent Pit Stop after the race: "I nearly wet myself out there. Those things can move, I tell you."

Pit Stop "went along for the ride" with Doug Hansen in the 1929 Bentley old readers of *Motoring Mercury* will remember from an article on its restoration last year. The fantastic machine (second from left above) was rebuilt completely from scrap by former school owner Mike Ogilvie and is now in the valiant state of Durban enthusiast Mr. Jack Aught.

Equally impressive as the Bentleys was Kit Thompson's DeSoto, (also of 1929 vintage) recently resided to Chubb's condition by Ryan Durasse, (third from left), while another car MM readers will remember is the 1935 Singer Le Mans (far left above) which Doug Ramsay of Sherwood rebuilt and which was featured on the front page of *Motoring Mercury* shortly after restoration.

Oldest car in the lineup for the race was the 1913 Ford Bobcat at left, which Jonathan Thompson drove very sedately off the line first of them all in the handicap event.

Closely — and also very noisy — was the little Austin Nippy that Robert Thompson buried through the corners, raking up much of what he lost to the sheer speed of the bigger cars on the straights.

Last, but by no means least (what gathering of historic cars is complete without one) was the MG TC of Dave Erasmus, seen on the extreme right above. The historic car race at the MMC and CC meeting was the second in the space of a few months at Hesketh. Many will hope it was not the last.

Courtesy of Michael Alan Ogilvie

## NO FIELDS LEFT TO CONQUER AROUND THE WORLD

Really sensational as a perfect domination was in the Japanese GP, here comes a flow of tidings that Yamaha is achieving the most spectacular success, likewise, around the world. No doubt, Yamaha will still continue to score more numerous wins everywhere, outclassing all the rivals and renewing the old records by big margins. No new racing fields left to conquer in the world!

**South Africa**-Yamaha team has become invincible in South Africa since early this year, or more accurately, March 26 when a powerful RD-56 racer made its brilliant debut in W.P.M.C. Meeting. Yamaha team is now sweeping all big events they contest in South Africa shattering the old records established by Matchless or Honda, the previous dominator of the racing field.



J. Gwillam on a new engine mounted RD-56 is winning the 50 miler of Pat Fairfield Race Meeting staged at the Roy Hesketh Circuit on August 21. Notice his racer is fitted with a spare rev. counter which was locally manufactured.

Mar 26	W. P. M. C. Meeting	250 cc 1. J. Gwillam RD-56	2. T. Jones TD1-B
		250 cc 1. J. Gwillam RD-56	2. T. Jones TD1-B
		2. T. Jones TD1-B	3. M. Baker TD1-B
		RD-56 was officially confirmed faster than other bigger bikes including Matchless 500	
Apr 9	Easter Motor Races	250 cc 1. J. Gwillam RD-56	2. S. James TD1-B
		2. S. James TD1-B	3. A. Quinn TD1-B
May 28	Republic Trophy Meeting	250 cc 1. J. Gwillam RD-56	2. S. James TD1-B
		2. S. James TD1-B	3. A. Quinn TD1-B
July 9	Border Winter Race Meeting	250 cc 1. J. Gwillam RD-56	2. T. Jones TD1-B
		2. T. Jones TD1-B	3. A. Quinn TD1-B



Now, the pit staff are so busy to send out fabulous twin-jet racers to the front. (GUYANA)

**Indonesia**-To make its debut extremely shocking, Yamaha turned a sweeping grabber of triple wins in the Indonesian GP. B. Hoan led the 12-lap fields of both 350 cc and 250 cc classes, riding a TD1-B into double outright victories. Yamaha's another win came from YA-6 in the 125 cc 8-lapper. One more highlight was that Peang's YL-1 finished second in the 250 cc class. It was found much faster than the 250 cc CB-72!



The best day for B. Hoan! His future is promising with Yamaha.

**Venezuela**-A. Ippolito, a middle-aged executive of Distribuidores Venemotos as well as a famous ex-rider, absolutely highlighted the biggest event in this country. He voluntarily ventured to take the place of a Yamaha rider who became a non-starter in the races because of illness. Surprising indeed, this fuddy gentleman performed best, winning the 250 cc class with a RD-56 and finishing second to another Yamaha rider in the 100 cc class, both on YL-1s. Moreover, in spite of his weight disadvantage, he was a splendid second finisher in the 50 cc class.



Swinging a formidable RD-56 into the left-hander, A. Ippolito outclassed the rest on the field including a Ducati works machine.

**GUYANA**-Yamaha team of four YL1's won a thrilling battle of the 100 cc class racing at the South Dakota Circuit, Atkinsonfield, convincingly beating Honda and Suzuki teams by monopolising the first four places. Elson Ten Pow was the winner. Also, Yamaha had its time in the 250 cc class with Clive Holder on a TD1-B, and in the open class with Elson Ten Pow on a YL-1, respectively.



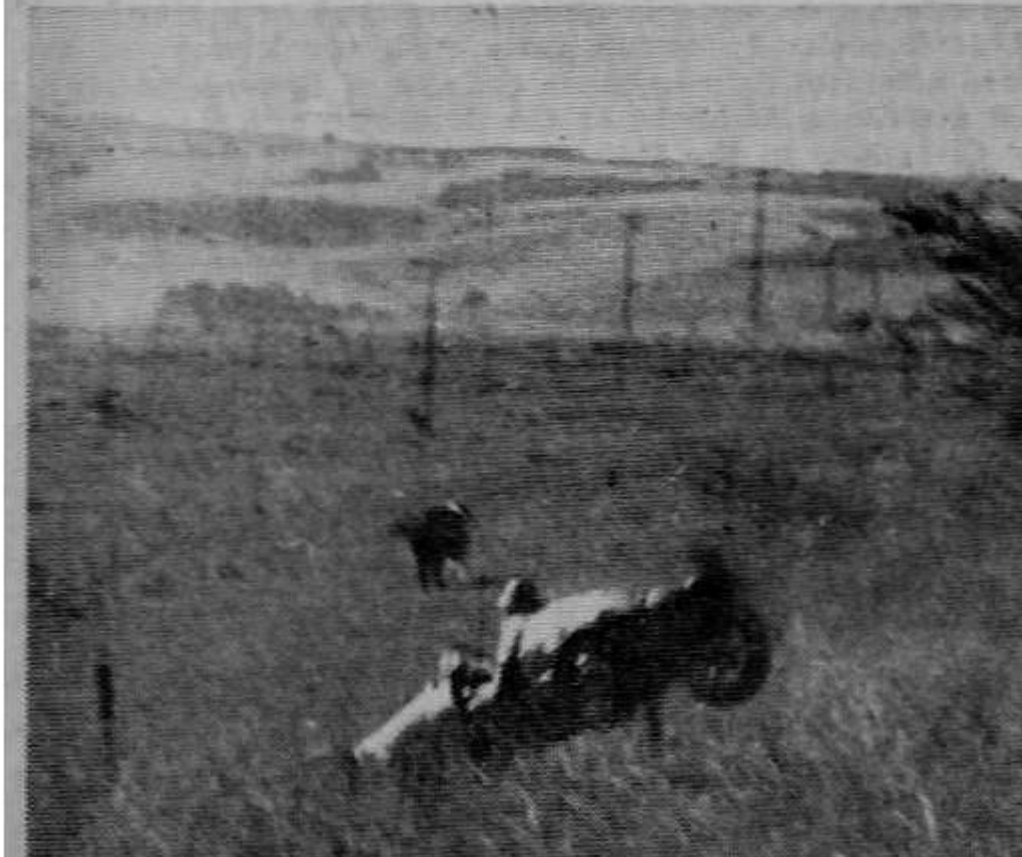
Shooting past into the left bender, C. Holder is going to accelerate his TD1-B to a convincing victory.



Dicing begins now! B. Hoan with No. 90 Yamaha is seen on the extreme left, starting from the pole position.

## Crash Through The Fence

**S. VAN DER VYVER'S 500 c.c.**  
Jap car is shown crashing  
through the boundary fence  
after the brakes had failed at  
Quarry Corner during Union  
Day motor racing at the Roy  
Hesketh Circuit in Maritzburg  
yesterday. (Story, Page .4)





## RAY EMOND ... a motivating desire to pass the chequered flag

One of the most skillful and fearless racing car drivers of his period, Ray Emond, had an all-motivating desire to pass the chequered flag ahead of all other competitors. Ray Emond accomplished this many times in the following data table.

His racing career started with a track in 1958. His first machine was a Triumph 500 speedster motorcycle which he managed to get from Jack Gine, the SA motorcycle champion.

In 1961, he started racing a Volvo 1600 and, chuffed up his first win in a scratch class for saloon cars at the Ray Hesketh circuit and recorded many wins in club races, hillclimbs while also racing in grass track events at the Mountain View Gold Course circuit. The grass track meeting provided for spectacular sports.

In 1964 Ray was offered a drive in the Campbell racing stable which boasted six cars. In the six hour endurance race at Ray Hesketh, Ray and John Hulse in the Aston Healey finished in a consecutive fourth position.

A 1640cc GMS Dart was added to the Campbell racing stable.

The following year Ray drove for Peter Woodridge in a GMS Dart 1100. They campaigned the South African Sports Car Championship events with great success. Ray was runner up in the South African Championship and won the Hail champion.



Ray Emond (Vaux NP 433) leads a saloon car race in his company vehicle, which on weekends, suddenly became a racing vehicle.

A track venue of interest was the Louisa circuit which provided for a brief holiday to all the visiting drivers. Besides also Hail's "Hail of the Hills". He holds the outright record for Sumner Drive, the greatest Circle of them all and also holds the "Poly Short" record when he finished up the one mile hill in a 35.2 seconds at about 100mph. He also holds the record for "Broom Street Sprint in Newbury". All these records were achieved in the efficient Lole Ford.

The Lole Ford was incidentally brought from British driver Jack Peterson and modified to suit him so that they won the 1966 South African Sports Car Championship. This was largely due to the exceptional reliability and the incredible speeds the 1500 Lole could achieve.

Circuits at the Ray Hesketh circuit were often thrilled by the duels between the three great

rivals - Ray Emond (Gulf), Brian McKenzie (Gulf) and John Truter (Dart) where the lead would change as much as twice a lap.

In 1967, Ray drove a magnificent race to finish 3rd on distance and fifth on miles on performance in the 3 hour race at Ray

Hesketh in front of a record 67 000 spectators. Included in the race was the world 250cc Champion Mike Hailwood who shared the course record. During the 3 hour race, Ray only stopped once at the pits for a 9 second refuel in the Galt six hour in

1969 at Hesketh, Ray chalked up fourth place overall still driving the Lole Ford.

Ray earned the title of the 1968 Hail Sports Car Champion - shortly achieving Hail colours. It was at this stage that the Lole was put up for sale and sponsor Peter Wood-

ridge was considering obtaining a new car. The Volvo Kampen V8 GT was Ray's next drive in the production car championships.

With the V8 GT he set saloon car records at Shannon Drive Hill-climb, Beacon Hill-climb and Ridgeway Hill-climb, as



well as driving crowds at Hesketh. The V8 GT was also used in 1973 General Motors at the Chevrolet Dealer Team with invitation drive.

Ray Emond drove the Franco V8 Can-Am for the Dealer Team in the Orange Free State, Transvaal and Natal.

The 1973 Easter Weekend

CONT TO PAGE 22



The Campbell Racing Stable (1964) at Ray Hesketh.



Ray Emond (in car) with Keith Berrington-Smith at the pits. The 2640cc GMS Dart, with its lightweight body, was able to top the 133 mph mark. Charles Pratt is on the extreme right.



Three Emond (25) went on to win the 250cc South African Grand Prix Motorcycle Championship. Here he overtakes another rider on the Jut Klamers circuit.

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1991	Citi Golf 1.3 Blue/White	R23995
1991	Nissan 1400 Bakkie /Canopy White	R24500
1991	Sierra 2.0 GL Blue	R35750
1990	Citi Golf 1.6 White	R28750
1990	Jetta CSX R/T a/con Red	R29995
1990	Sentra 1.6 GXE Coupe Charcoal	R31750
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## Midlands



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## Margaret T makes her mark

●Margaret Tyrer, the attractive young Pietermaritzburg rally driver (above), made her mark in another field of motor sport yesterday when she won the women's stock car race at the Roy Hesketh Bowl.

Presenting her with her prize is John Truter, one

of Pietermaritzburg's best known in the field.

Women's stock cars were last seen in Pietermaritzburg more than eight years ago.

Round the track, one of the greatest of the great charity events, was held.

A busy day for the organizers took care of the day and had distributed the day's minerals to the young spectators.

Shunts the day's events (see two photos below).

was more than there was.

# MIKE WINS DICKIE DALE TROPHY AT ROY HESKETH

**MIKE** "The Bike" Hallwood shattered all records when he rode the 250 Honda Six to a magnificent victory in the Dickie Dale Memorial Trophy at the Roy Hesketh circuit on Boxing Day.

Hallwood dominated the racing from start to finish and his performance was so devastating that the crowd could only describe it in one word - "Hallwood".

The Dickie Dale Trophy is run over two 22-lap races of the tight winding 1.861-mile circuit. One race was for 250s and the other for the big bikes, so Trophy going to the rider with the best solo performance.

Nearly 40 bikes came to the line for the first event of the day, the long-awaited 250 race. These included that grand old Irish sportsman, Frank Cope, who is about 73 years old! He has riding his equally veteran Norton.

Another visitor was Lewis (Cope), who came to the Republic to look after Hallwood's Honda, and brought with him new water-cooled Bulaco. Frank Cope was given the honour of starting from pole, while Mike "The Bike" moved right to the back.

**START**  
Suddenly the flag was up and they were away with Peter Mken (Ducati) moving first and James Whyte's similar bike also getting away swiftly. The south African champion, Tommy Johns, on the championship-winning TDIC Yamaha, started smoothly and moved into the lead at Quarry Curve, but Hallwood had meanwhile ruthlessly stormed through the packed field and before the end of lap one he screamed into the lead.

**HALLWOOD**

While the 250 race was in progress, the 500 cc event had

and again and finally left it at a fantastic 1 min. 20.8 secs. (80.3 mph) which, besides being 4.2 secs. under Redman's effort was also 2 secs. better than the 500 cc record!

With two laps to go, Mike lapped Tommy Johns, who was also pushing it. In fact, Hallwood's ride tended to detract from Tommy's fine display, for the local champion had also been lapping steadily under the old lap record.

The 350 and 500 cc event had 25 starters, but only 13 were to finish. The race started with Ophie Howard taking an early lead from Keith Crawford's



"Mike the Bike" adjusts his goggles before starting from the back row of the grid in the 250 race.

Report: Robert Young  
Photos: Malcolm Kinsey

thrash went on until the oil incident thinned out the field and so Fred van Nickerk won easily from Rob Panter.

## RESULTS

**250 cc class:** 1. M. Hallwood (Honda Six), 31 mins. 50.8 secs.; 2. T. Johns (Ducati), 21 laps; 3. M. Fong (Pernambuco), 4. J. Young (Bulaco); 5. J. Whyte (Ducati); 6. J. Gibb (Ducati).

**500 cc class:** 1. F. van Nickerk (Honda), 24 mins. 14 secs.; 2. R. Panter (Aprilia/Honda), 32 mins. 58 secs.; 3. J. Whyte (Ducati); 4. J. Whyte (Ducati); 5. A. van der Berg (Honda).

**350 cc class:** 1. K. Crawford (Triumph), 32 mins. 55.4 secs.; 2. G. Whyte (Marshall), 31 mins. 58.1 secs.; 3. P. Adams (Norton); 22 laps; 4. R. Spring (Ducati); 5. R. Baker (Norton).



Flying through the Sweep, Mike doubles Errol Cowan on his new TSS Bulaco. Tommy Johns, well out in front of the local boys, was lapped by Hallwood on his final tour of the 22-lap race. Hallwood lowered the Hesketh lap record to a fantastic 1 min. 18.5 secs.



# A tribute to Jock Leyden

A famous Scottish poem, Alison Rutherford's *The Flowers of the Forest*, contains the following lines:

*I've seen the Forest adorned the foremost  
With flowers of the fairest - most pleasant  
and gay  
Full sweet was their blooming - their scent  
the air perfuming  
But now they are withered and a' wede  
away.*

There can be no doubt that world-famous cartoonist Jock Leyden, who died at his Glenwood, Durban home on 28 February at the age of 91, was among the fairest and foremost flowers in the Forest, whether in his native Scotland, where he was born at Grangemouth on 21 November 1908, or his adopted South Africa.

A kindly, helpful gentleman in the true sense of that word, he had an endearing humility and refusal to take himself too seriously that made one feel he considered one a friend.

It was typical of his sense of humour that he told a former journalistic colleague recently, in the Scottish accent he never lost, that "I am now in the referee's optional time".

That his sense of humour frequently served as a means of couching a far deeper meaning is obvious from the accompanying cartoon, contained in a recent Christmas card to his friends.

It's been said that a Scotsman's road to fame and fortune lies south. To say that Jock (christened John Michael) has become as much a South African motor sport legend since his arrival here in 1926 as those drivers and riders he immortalised is perhaps stating the obvious. His cartoons have enhanced publications both here and overseas since the 1920s.

Such is the enduring appeal of art that I'm sure they will continue to do so, hopefully to the delight of those of less mature years because they capture an integral part of South African, and international, motor sport history in a unique way.

Jock, of course, did not confine his pen to depicting motor sport, although that remained his first love. His political cartoons, including the pipe-smoking Wilbur, graced Durban newspapers for 58 years until his retirement from the staff of the *Daily News* in 1997 and he immortalised

JUST HANG IN  
THERE, LADS



theatre celebrities and achievers in many different sports.

In doing so, Jock garnered many honours. World famous for his motor sport cartoons in the 1930s, he earned world acclaim during World War 2 when his superb wartime cartoons toured with a Commonwealth Cartoonists Exhibition throughout the Allied countries.

His work hangs in Buckingham Palace and the White House among others, *Time*

magazine named him one of the top six cartoonists of the 20th century and his work has been exhibited at cartoon festivals in Scotland, Wales, Canada, Italy, Germany, Belgium and Yugoslavia, and a retrospective exhibition of his work was held at Callander in Scotland in 1997. A devout Catholic, Jock was awarded the Papal Cross in 1986.

Honours also came his way in South Africa. In 1977 the Pietermaritzburg Turf Club held a special meeting at the Scottsville course to mark his 50 years as a cartoonist, the main feature race being the Jock Leyden Jubilee Handicap, and in 1989 the Durban City Council bestowed civic honours on him.

Jock Leyden may have "wede away", but that surely is only in a physical sense. To borrow a phrase from Scottish clergyman Lord George MacLeod of Fuinary, such a man "can't really be dead".

Jock's wife, Annabel, died in April 1996. We extend condolences to daughters Lucille, Marilyn and Rosemary, son Murray and their families.

**Ken MacLeod**

Many thanks to Hector Pollard for his help in compiling this obituary. A more detailed sketch of Jock Leyden appeared in *Classic Car Africa*, volume 3 no 3.



Three legends ... Jock Leyden at the Roy Hesketh circuit in 1978 with world motorcycle champions Kork Ballington (left) and Jim Redman (right). Picture: Ken MacLeod



# Noise and nostalgia



by  
**STEPHEN  
COAN**

**O**N Easter Saturday memories of the Roy Hesketh Motor Racing Circuit will be revived with a display of motorcycles and cars that competed on the circuit from 1953 until its closure in 1981.

The timing is intentional as the last race meeting held at Hesketh was in Easter 1981, following a decision by the city council not to extend the lease after the area had been earmarked for residential development.

However, the circuit was not entirely overwhelmed by creeping suburbia and what remains of the course today can be found in the Hesketh Conservation Area — 65 hectares of grassland and savannah habitat, bordered by the suburbs of Hayfields and Lincolnmeade. Turn left off Murray Road, take another right into Albert Cluff Road and, as the houses peter out, just past the old pit area, you drive into the curve known as Henry's Knee, heading into the Durban Straight.

"In the fifties you'd go straight through Henry's Knee at full bore, then you'd hit your highest speed right at the end just before you put brakes on for Quarry Corner," recalls John Smith, who began his racing career at Roy Hesketh in 1957. "Back then I rode a 350 Velocette. There were seven or eight race meetings at Roy Hesketh a year with events for 250, 350 and 500 bikes. Races like the Parkhill 120 were a good 35 to 40 laps.

"As a circuit it was generally accepted that it was a riders' or drivers' circuit rather than an all-out power circuit," he says. "Hesketh was one of the shorter circuits when first built and you had to concentrate. It was also one of the few left-hand circuits — you travelled in an anti-clockwise direction."

After riding overseas for several years, Smith retired in 1965. He later set up Motorcycle World but his memories of Hesketh and heading full bore out of the Durban Straight remain fresh.

"The 500s would be travelling in the region of 120 miles per hour before braking into Quarry Corner. That was a second gear corner."

"The curve took you into the Pietermaritzburg Straight heading for a left-hand turn known as The Link. This was very tricky; it was uphill with a slightly adverse camber and you had to go into first gear. It was so tight that you had to slip the clutch to negotiate it."

"Once on to Beacon Hill, you accelerated the whole way up into the back straight and into a left-hand curve called The Sweep. You came blind over the crest and had to reduce speed. The Sweep was a first to third-gear lane. In those days bikes only had four gears."

"At the end of The Sweep, the whole bike was cranked over and you had to brake and change gear to go into the Angle's Angle. You had to brake very delicately because you had less rubber on the road. After you had negotiated the Angle's Angle you'd go past the pits into Henry's Knee."

Today you can still drive from Henry's Knee to the top of Beacon Hill but the back straight ends abruptly, blocked off by Edwin Wright Circle in Hayfields.

The original Henry's Knee belonged to a Henry Haarhoff from Cape Town, who came off his motorbike during an early race meeting. The resulting injury to his knee led to the naming of this link in the track in his honour. The circuit itself was named after Roy Hesketh, a sportsman, motorcycle and car racing enthusiast who was killed in an



Photo: STEPHEN COAN



air crash during World War 2 while on active service in the Middle East.

Hesketh won the Durban to Johannesburg motorcycle race in 1935 and was also remembered for a race in 1939 when, according to a report, "he pulled into first place in the Pietermaritzburg from scratch and then on his last few laps, due to a split petrol tank, was forced to relinquish the lead he had driven so magnificently to obtain. In losing he showed himself to be as great a sportsman as he was in his many successes."

At the official inaugural meeting of the circuit on Boxing Day in 1953, the late Don Hall, another motorcycle ace, said the choice of name was unanimous. "No other person could symbolise the spirit of sportsmanship so essential in motorsport as he did."

During three decades the circuit featured many famous names in motorcycle and car racing. It was the training ground for two world motorcycle champions — Kork Ballington and Jon Ekebyld. Formula One racing world champion Jody Scheckter made his major debut there and other world cham-



pions who raced on the track included Dave Charlton, Mike Halliwell, Giacomo Agostini, Geoff Duke, Phil Read and Jim Redman.

Other top racing names to have competed include Paul Hawkins, Mike D'Udy, Brian Redman and South African stars Syd van der Vyfer, Paddy Driver, John Love, Dave Charlton, Ian Scheckter and Sarel van der Merwe.

To mark the closure of the circuit in 1981, one of the most ambitious meetings ever was staged over the Easter weekend — a two-day event featuring 24 Formula Atlantic cars and between 70 and 75 superbikes and a total of more than 100 cars and 100 motorcycles competing in endurance races, the superbike championships and the SA Formula Atlantic championships.

John Truter took part in that last meeting and today is one of the directors of the proposed Roy Hesketh Historic Motor Racing Museum and Theme Park. The proposal for the project, which has just been submitted to council, has drawn fire from local residents who fear a return of roaring engines and squealing rubber.

Not so, according to Truter. "There is a lot of confusion. People seem to think we are setting up a motor racing circuit. But that's not our intention. We want to create a museum and theme park. There are plenty

of these sorts of things overseas; this will be a memorial to the Hesketh circuit."

Truter's fellow director, Mike Fogg, envisages the museum as providing a venue for motor industry launches.

"The intention is to create motor events but not racing events. If, for example, we held something like the annual Bentley rally, that would fill local hotels and bed-and-breakfasts."

It is also proposed to use sections of the remaining track for driver instruction and skills training, while Fogg sees the present conservation area as forming part of the theme park. "We are completely committed to the conservation side. We are looking at a broad-based utilisation of the area — an active open space for cyclists, runners and Walk for Life."

Fogg also raced at Hesketh. "I was a professional grand prix motorcycle racer. I took part in many championships and held the lap record at this track. Hesketh is where I got started. I want to put something back and remember these times."

\*The revival event will be held tomorrow from 10 am to 4 pm. Admission is R10 per head. Directions: Drive up Hesketh Drive into Murray Road. Turn left into Pat Warmbeck then follow directions.

Above: Modern-day saloon car coming up Beacon Hill.

Far left: John Smith, who began his racing career at Roy Hesketh in 1957.

Left: A programme, printed during the heyday of the Roy Hesketh Circuit in Pietermaritzburg.



## Fred's great ambition

● Pietermaritzburg's great hope in next year's Natal saloon car championship will be Fred Cowell with a Mustang. This former FIA Group Five car, developing about 420 bhp, is being modified to the new Group Two, which will reduce the power to around 365 bhp, writes Accelerate.

But Fred's greatest ambition at the moment is to beat the "Boss" Mustang to be driven by Australian Frank Gardner in the present Springbok Series. He will also have the South African Capri Perana to contend with and believes that his heavier Mustang with its excellent braking system might prove superior on the tricky Roy Hesketh circuit.

Fred was out at practice over Roy Hesketh circuit yesterday and certainly showed the potential of the Mustang. Even with lowered power, it might prove supreme next year. Here he is seen (in the car), with mechanics Nobby Clark and Aziz Khan.





Alex Wishart, in his stubby 500 c.c. o.h.c. Norton-engined car, swings a little wide as he enters "The Link" with Brian Sapsford and Ron Wright close on his heels.

## Settlers' Day races

**A** NATAL motor racing stable with the unromantic name of "Ecurie Cockroach" swept the boards in the second annual Settlers' Day Car Handicap race at the Roy Hesketh circuit, Pietermaritzburg, on Monday, September 2.

The feat represented the greatest performance achieved by the stable in its six-year career, as well as giving Dennis Cockerell, head of the stable, his first major success in his glistening blue 1,290 c.c. Peugeot, which it took him two years to construct, and which he introduced into motor racing for the first time at the Easter motor races here in April.

Cockerell won the race followed by Owen Pheasant (1,172 c.c. Ford) and Ron Wright, driving an identical model to Cockerell's, and which was constructed in the same time as his stable companion's — and also first raced at the Easter meeting.

These three drivers are the sole members of "Ecurie Cockroach", giving them a success which must rank as unique in South African motor sport. Unlike other racing stables, they have no one type of car which they use. Pheasant's model is smaller and less powerful than those of Cockerell and Wright, but has brought him a number of successes to date. And it was not so very long ago that the two Peugeot drivers were



The winner of the Settlers' Day Handicap, Dennis Cockerell, sweeps past his stable companion, Ron Wright, who finished third. This incident took place at Quarry Curve.

being sent off as limit men in local meetings driving Austin and Ford models.

The credit for this treble success does not rest entirely with the three drivers. After the race Cockerell said: "We could never have done so well without an efficient crew in the pits. Excellent work was done behind the scenes."

In the race Pheasant was sent off as limit man with a start of 2 mins. 20 secs. on the second man away, A. W. McLeod (1,250 c.c. M.G.). Driving most impressively, Pheasant completed four laps — better than his handicap called for — before the limit men, Harry Pearce (1,250 c.c. M.G.) and S. van der Vyver (500 c.c. B.R.M. Norton) were off.

Although out of the picture for most of the race, these limit men had a great duel, with Pearce managing to keep ahead by a few yards only for lap after lap.

Racing prominently in the middle handicaps at this stage was A. Blignaut (1,250 c.c. M.G.), and lapping at 64.7 m.p.h., which is good for this size of car over this tricky course, he managed to pull up to third place after five laps. Another who gave promise of doing well in the early stages was Alec Wishart (500 c.c. Norton), but engine trouble, which had bothered him in a practice run, forced him out of the race.

After one-third of the 46 laps had been completed, Pheasant was still leading from McLeod and Blignaut; Van der Vyver,

having asserted his superiority over Pearce, had taken a good 15 secs. lead in their private duel.

Blignaut had overtaken McLeod by the 20th lap, but was still three-quarters of the circuit behind Pheasant, although he was managing to reduce the gap slowly. By eight laps later the whole scene had changed.

At this stage Van der Vyver and Pearce were both back in the pits and out of the race, and the smaller cars had nothing more to fear from them. Blignaut had unaccountably fallen out of the challenger's post, which had been taken over by Cockerell, driving immaculately, and gaining on Pheasant — still in the lead — at the rate of five seconds per lap.

With six laps to go, Cockerell passed Pheasant and went into a lead which he never looked like relinquishing. Strangely, he made his eventual challenge on the trickiest bend on the circuit, "The Link", pulling up alongside Pheasant as they entered the difficult sweeping ascent, and pulling away as they straightened out on Beacon Hill.

But this time Ron Wright had established himself in third place, well ahead of the next man, Brian Sapsford (1,250 c.c. M.G.), who blew up on the home straight later, allowing Ronnie McDowell in the same model of car to come up to fill the minor placing behind the "Ecurie Cockroach" trio.

Cockerell passed the winning post in a time of exactly 72 mins. His judgment had



A nurse and another rider assist the unconscious Beppe Castellani while other helpers remove his machine from the track after South Africa's leading motor cycle racing star had crashed during practice. Castellani recovered in time to ride in the race — the Parkhill "120" — but finished unplaced.

A DAY of heroes, a few spills, a few thrills and a couple of bad disappointments.

That was this year's South African TT, Natal's big motorcycle race backed by the Daily News.

Heroes like Johan Boshoff, Transvaal mine captain, who fell twice in the 350 race, was patched up, and then raced through to sixth overall and first 250 in the TT. Or like Durban's Jon Ekerold, who raced on in spite of a broken toe, wrist and cracked rib.

A few spills, like that of Kork Ballington who just about destroyed his new R1 500 Seeley frame when his engine seized in the Sweep. And the blazing crash of Simon Fourie when the entire contents of his Yamaha's tank ignited when he crashed in Quarry Corner.

Thrills? Johan Boshoff and Kork Ballington beating the best of Britain in the 250 Dickie Dale, and Les van Breda and Jon Ekerold doing the same in the Formula 750 Dickie Dale.

And disappointments? Agostini's expensive failure which dropped him out of both his races, at half distance in the 18-lap Dickie Dale and two laps after the start of the TT.

Just as disappointed must have been those people who saw Jim Redman rudely turned back from the line with the words on the public address: "Will someone please tell that gentleman on the line to put on crash helmet and shirt before going onto the track."

That gentleman — who just happens to be six times champion of the world and motorcycling benefactor — was not going out to race. His was a lap of honour and if he wasn't wearing a crash helmet, neither were most of those already on the track. And some of them weren't wasting any time out there, at all.



ONDAY, JANUARY 28, 1963

## STOCK CAR RACES ON MUD-BOUND TRACK

By "Accelerate"

**T**HE rain did its utmost to spoil yesterday afternoon's stock car racing at the Roy Hesketh Circuit, Pietermaritzburg, but a band of 28 drivers provided the 5,000 crowd with an afternoon's enjoyment and excitement. Although there was none of the classic "tip-and-turn" of stock car racing, there was a full share of not-so-refined rock-and-roll over the mud-bound track.

Not one car turned over during the day, to the disappointment of the crowd, but the demonstration of skidding by every car down the back straight more than compensated for the lack of "blood".

Many drivers showed up during the day, with Bob Marsh winning the "Plough In" — the final race to a finish over 16 laps. He also won another event. Luke Potgieter, in the Mayor's Walk Service Station Special, also went well, scoring a brace.

Barry Coyne was impressive, as well as Les Bromfield, whose Minneapolis-style cornering into the back straight won the public

fancy. Bernie Brandsma drove determinedly to get his share of honours, as did Tony Claassens, Malcolm Wood and John Truter.

The Maritzburg Motorcycle and Club's hillclimb at Cope's Folly attracted 16 entries and the section winners on scratch (with times) were: Cars, G. Monzali (Mini-Cooper) 38.9sec.; solos, Martin Watson (250cc ohv BSA) 35.6sec.; sidecars, C. Stone (JAP) 39.3sec.

### MEMORIAL RACES

A veil of secrecy appears to have descended upon the organisers of the Dickie Dale

Memorial national motor races on the Roy Hesketh Circuit on Saturday, February 9.

Although entries closed at noon on Saturday, no statement could be obtained last night upon whom was going to compete. It was stated that "only the chairman may issue statements to the Press and he is not available".

The chairman, David Lowe, has been in Durban for several days taking part in the Natal golf championships.

It is understood, however, from the public address at yesterday's stock car meeting, that the response of both riders and drivers has been excellent.



Three going up the hill. Some of the action during the Six Hour Endurance Race at Roy Hesketh on Easter Saturday. The big Dodge of Wilson and Lamb pulls over to let the Chatz/Clapham Lawson Volvo and the Ford/Compton entry through on their way up the Sweep. (See back page.)



# HESKETH NATIONAL

BY SIMON FOURIE

PHOTOS: KEITH EDWARDS

The National at Pietermaritzburg's Roy Hesketh circuit was its usual exciting self, with dices and dramas in all the races. And, being Natal, the organisers know what the spectators really want and there were FIVE bike races in a programme of nine races, including the funny atlantics.

Breakfast Run fever has hit Natal too and it was good to see no less than 33 entries for the Grand Prix. These were normal everyday riders on their everyday transport and they had a scratch race and a handicap race. There was also a separate race for 125's, and a ding dong it was too, a Superbike race and a 250/Formula One race.

## 125cc

The 125 race had the crowd on their feet (actually, most spectators stood all

the time anyway, but it's a good expression) with the dice between Steve Thompson and Pierre Muzerie up front.

On the first lap Pierre Muzerie led from Steve Thompson, Darryl Sutherland and Chris Reeve. Thompson closed up and slipped past to lead down the main straight, but Muzerie outbraked him at the end. They were almost side by side along the Maritzburg Straight, with Muzerie just making it into BP to lead through the windy Beacon and Sweep, but Thompson closed up through Angels to lead down the straight again. The two thus passed and repassed each other until Thompson got a clear few metres lead to enable him to keep Muzerie behind him at the end.

Chris Reeve hung on well in third place, never letting the leaders get too far away. He has been back in racing for a year now after a broken leg layoff. Behind him

*Steve Thompson closes up on Pierre Muzerie through the Sweep and Angels in the 125 race. Their dice was one of the best of the day.*



came a hard-riding pair of Billy and Neville Louw who shunted antedeluvian Villa around rapidly with Scott's Yamaha. Scott beat the end. Then came Darryl Sutherland from Rob Cuthbertson, John Rob and Mike Walker.

## BREAKFAST GP

The Breakfast Run Grand Prix was an exciting affair, with a large line of bikes ranging from a 380 Suzuki to a 1100 Yamaha.

Nicky Murray (Kawasaki 1000) led the beginning, but motocrosser R Borain (not the usual roadracer) put him up Beacon Hill to lead to the finish. His Mike the Bike Honda 750. Spies of Johannesburg rode his quick 750 Suzuki triple with 1 expansion boxes and all to finish but not as an official breakfast run.

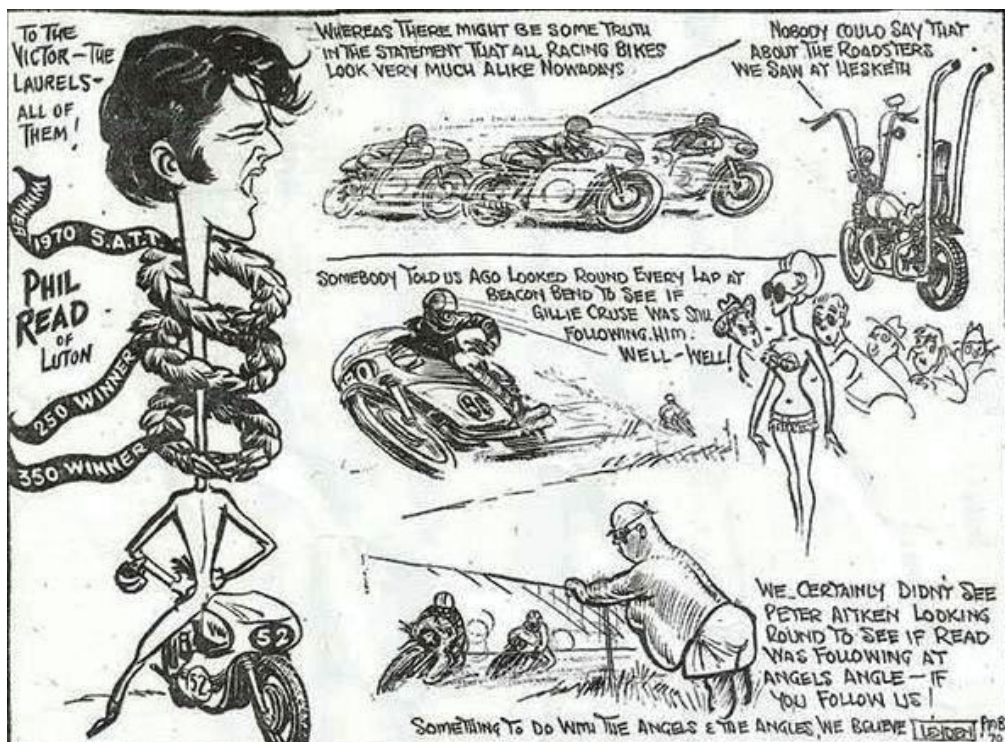
There was a tremendous dice between Mike Wickerson (Kawasaki 1000) and John Girzda (750 Honda). The two never more than a bike apart. Wickerson led on the first lap. Girzda got past on the second and zapped on the last lap again.

Behind them there was an all-out scrap between Alan Malan (Kawasaki 1000), Clive Hiscock (Kawasaki 750), Gary Yallup (Honda 750) and Dave (Kawasaki 650). They were in other's slipstreams on the last lap.

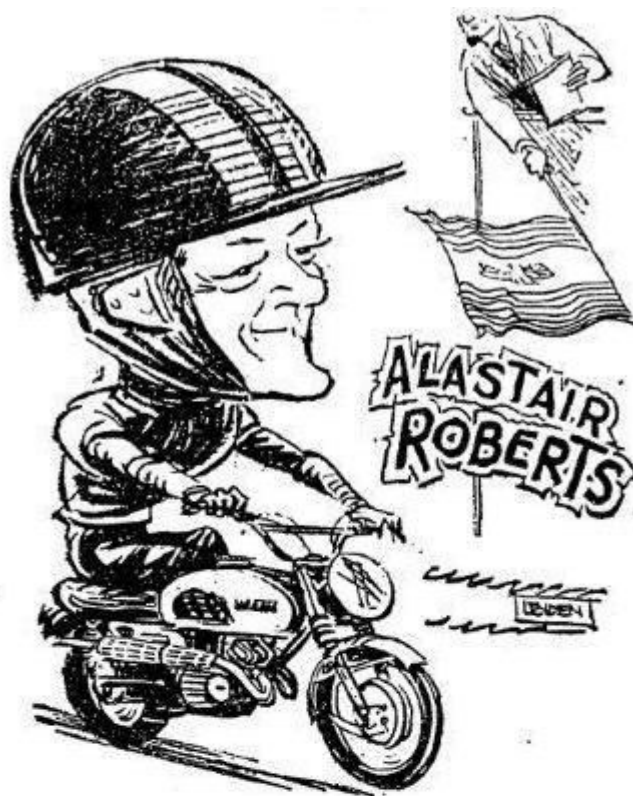
*Judy Bowland, the only lady competing in the Breakfast Run Grand Prix, stole the Yamaha 400 to second place in the class.*







**Basil van Rooyen and Tony Classens well ahead of the field on the first lap.**



IT WAS school friend Mike Moore who inspired Alastair David Roberts to race motorcycles. Mike became S.A. 500 c.c. champion, and loaned his bikes to Alastair to ride. But first, when 50 c.c. racing was introduced, he raced his own Itom at King's Park cycle track, Hesketh and in hill climbs.

On Mike's 350 Gold Star B.S.A. he rode in the 1957 Parkhill "120", he got a 4th at Hesketh, and also competed in the P.E. "120." Then he switched to cars and got a few class wins driving a 750 c.c. DKW Junior during 1961-62.

Three victories in foot-up trials won him the coveted Maxwell Bowl for 1965, then he had a bash at scrambles, first unsuccessfully on a rigid-framed Matchless, and then on a 200 James, with which he won the 1962-63 Natal championships. He was runner-up in the National 250 in 1962 and in the National 500 on a Matchless in 1963. For '64 he was Montesa mounted, to collect the 250 Natal title again.





ROUND 2: 25TH CORONATION 100  
ROY HESKETH 3, PIETERMARITZBURG  
7 APRIL 1969. 56 LAPS. 163.2KM

The biggest field seen for years — 19 starters — was as a result of the appearance of several new cars. John McNicol and Paddy Driver had the latest 5-litre Lola-Ford Weslake T142, Lionel Rowe and Durban veteran Gordon Henderson had three-litre Formula One Brabham-Repcos, while McGillewie and Parnell brought a pair of the latest...

Oops! Charlton and Henderson's now famous tangle

So Van Rooyen took an unchallenged win — once again helped by Love's mechanical problems. Love ended a fighting second from McNicol in an excellent third. Paddy Driver drove to fourth in his first race since 1961. Tingle ended...

## Love wins at Roy Hesketh

By ROGER HOUGHTON

**R**HODESIAN John Love, driving his new Brabham-Repco V8 Formula One car, won the 108-mile Natal winter race at the Roy Hesketh circuit, Pietermaritzburg, on 9th July. The car Love has bought is the one used by Jack Brabham last year and in the South African Grand Prix earlier this year; the car was also used in practice for the Monaco Grand Prix, but was sidelined with a broken connecting rod. Another engine (not one of the latest centre-exhaust types) was fitted before Love took delivery.

Although Love seems well on his way to retaining the South African Drivers' Championship for the fourth successive year, he did not win without a terrific tussle at Roy Hesketh. Love's competition — which produced one of the most exciting single-seater races seen at the circuit —

was in the form of Dave Charlton and the Scuderia Scribante Brabham-Repco V8.

Love and Charlton lapped the twisty 1.8-mile circuit in exceptionally close company for 53 of the 60 laps and a thrilling finish was expected, until they tried to go through BP Bend side by side, with Love on the inside; the result was that the cars touched. Both were able to continue, but Charlton pulled into the pits at the end of the lap and retired while Love carried on for a comfortable win at an average of 89.4 mph. But the duel provided plenty of excitement for the crowd of about 15,000, a record for a National Championship meeting at Roy Hesketh. On his way to victory Love set a new lap record at 1 m 10.6 s (91.8 mph).

There were only six finishers from 10 starters. Second place went to Sam Tingle,

of Rhodesia, in his 2.7 LDS-Climax, a lap behind Love, and Charlton was third with 53 laps to his credit. Fourth spot was filled by Jackie Pretorius (2.7 Lotus Climax-21) and fifth went to John McNicol (1.6 Lotus-Ford). The only other competitor classified as a finisher was Rauten Hartman (1.6 Netuar).

Unfortunately South Africa's third Brabham-Repco V8 was still being rebuilt after a crash at Easter and was a non-starter. This car, belonging to Luki Botha, will in future be entered under the Peco banner together with John Love's.

The National Championship saloon car and sports and GT car races were each run on aggregate time over two heats. Both events ended in victories for the defending National Champions: Bob Olthoff (4.7 McLaren-Ford) took the honours in the sports car race, with Basil van Rooyen (Ford Mustang) once again showing his superiority in the saloon car event. Olthoff was followed in the sports car event by Doug Serrurier (4.7 Lola-Ford) and Koos Swanepoel (1.7 Elva-Porsche). Second among the saloon cars was Scamp Porter's Renault R8 Gordini and third place went to Bernie Podmore (Lotus Cortina).

# Mud track but races continue

IN spite of a chill wind, several thousand people turned up at the Roy Hesketh stock-car track yesterday afternoon, only to find that the torrential overnight rains had made the track impossible to drive on.

Rather than take their money back, the crowd chose to wait until a grader arrived to remove most of the mud. After a 90-minute delay the meeting got off to a rather soggy start.

Unlike the speedway events, where the Bergstrom family held sway, honours were fairly evenly divided in the car races.

Peter ter Wolbeek won the Butcher's Picnic, while Gary Bailey, Barry Coyne and Clive Owen won the Formula One, Two and Three finals respectively.

Peter "Ter" Wolbeek was the star of the stock car races, ably backed up by Bob Marsh, Kent Vincent, Carl Britz, Lu Futter Gareth Bailey and Clive Owen.

In the junior solo races Allan van der Merwe was made to ride hard to hold off Gary Bergstrom and Herb Henderson. Van de Merwe and Bergstrom deadheated for first place in one race.

In the final race of the day 20 cars came to the line for the "Butchers Picnic". At the end only two cars were still operational. When Nick van Onselen decided to call it a day Ter Wolbeek sportingly conceded victory to Van Onselen, who won a car for the next meeting.



# NATAL NEWS

SOUTH AFRICA

by N. G. Culverwell

In 1966, it was decided by the RAC, and, on their demise in this country, upheld by the AA of South Africa, to introduce a new class, namely "Prototype" class.

The specifications were dimensionwise to conform to previous practise, but a maximum capacity of 300cc. was laid down.

The vast success and popularity of Yamaha, Suzuki, Bridgestone, etc. in the 250 and 300cc. motorcycle world, in this country, made available at moderate expense, very potent two-stroke twins with, of course, five and six speed gearboxes. B.H.P. figures ranged from 28 to 45 and tuning was not really gone into, as power/weight ratio was pretty frightening anyway.

These machines have shown absolute reliability in use, and have excelled in long distance events.

The first 250cc. Yamaha kart was evolved in 1965 and soundly trounced all comers. Subsequently a small tuning shop in Durban began making "Sidewinders" with the now almost universal side engine mount with upswept exhausts.

The latest variation of this theme is in the "Culverite" Sidewinder, designed and produced by a small engineering concern. This design, as can be seen in the accompanying photographs, embodies all-round suspension, multitube frame and 4 wheel brakes.

At a recent club meeting, held at Pietermaritzburg, in the Natal midlands, about twelve "Prototype" class karts took part in a very mixed programme, including saloon, sports and G.T., and motorcycle events. The crowd and competitors were amazed and impressed by the high lap speeds attained on this Roy Hesketh Circuit, of approximately 2 mile length. Highest attained speeds were in the 110-115 mph region. This circuit will, in May, be the scene of our yearly "2 HOUR ENDURO" which is a favourite meeting for karters, who travel up to 1000 miles to compete.

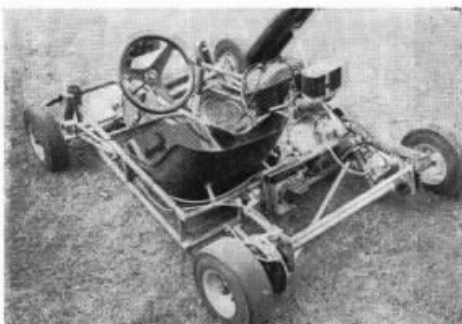
Port Shipstone, on the Natal South Coast, is another highlight of the karting year, where every July the "50 mile Round the Houses" meeting is held. The town declares a closed day and racing takes place in the extremely tricky and fast circuit composed of the main streets of the town. This, in most karters eyes, is the premier event of the year and draws a very large entry.



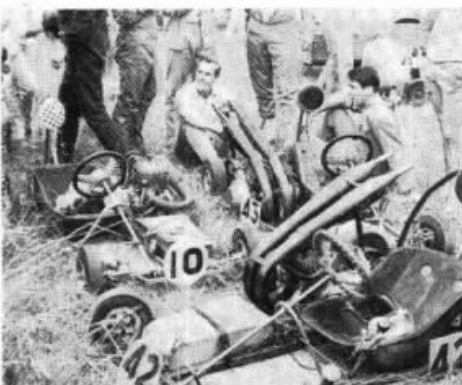
Front suspension on the Culverite Sidewinders. The clutch lever is on the gear lever



Culverite Sidewinder with 41 Rhp at 9000 rpm 297 cc Yamaha twin



Rear suspension on the Culverite incorporates damper units, transverse panhard rod and four locating arms adjustable for chain tension



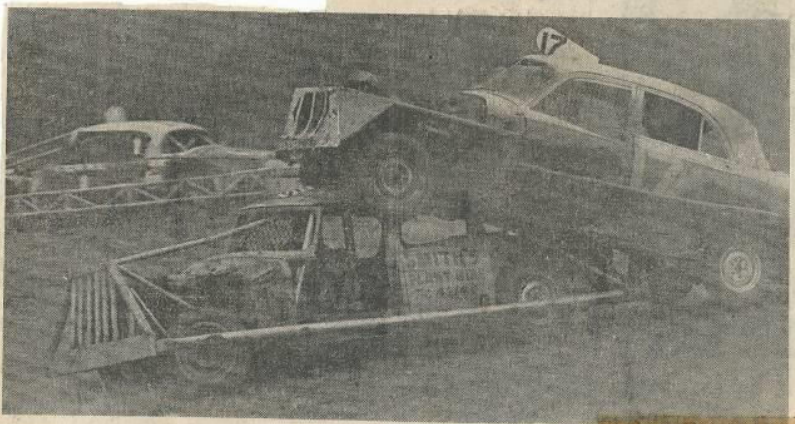
Some of the karts in the paddock at the Roy Hesketh circuit at Pietermaritzburg



● Looking like monsters from outer space, stock cars splash round the muddy track at yesterday's meeting at Roy Hesketh.

## Stock cars in mudbath at Hesketh

## Dare-devil thrills, spills and rolls



SEVEN rolls and one spill was the tally for the Maritzburg Motorcycle and Car Club stock car event at the Roy Hesketh dust-bowl yesterday.

While the cars were spectacular in their roll-over techniques, Billy Gaugain, who tumbled from his Yamaha, took the prize for aerobatics.

He went over the handle bars and did a full somersault before landing on his back. He was unhurt and continued to ride in the remaining events.

Forty cars turned out for the 27-event programme. After a slow start, with drivers trying hard to make their vehicles last, there was a change of attitude.

A dare-devil spirit took over and, regardless of the consequences to themselves or machinery, the drivers proceeded to thrill the crowds.

FORMER sports car champion Kieth Berrington-Smith was well and truly initiated into the world of stock cars yesterday. After a particularly dusty encounter with three other cars, he found his vehicle pinned down by that of Keith Knott.

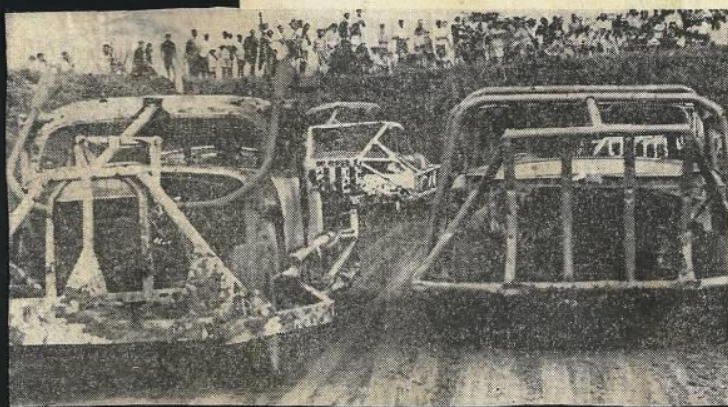


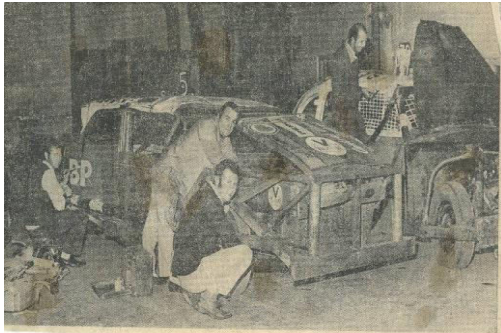
# PHOTONEWS Make Him Crash — It's All Good Clean Fun

FIRE BURSTS out of C. Owen's car in the middle of a five-car tangle. The fire was rapidly extinguished by track-side marshals and nobody was injured.



ABOVE: Colin Clarke rams into Barry Todd during the Umgeni Dash for Formula Two stock cars. Both cars continued but the dust was soon turned to mud after a heavy downpour. BELOW: This is the view the starter has when he is perched in the pace car with big stock cars jostling for position behind him.





### ALL SET FOR 'BIG BANG'

IT'S stock car time again at the Roy Hesketh track and these four enthusiasts were busy getting their "bangers" in trim for tomorrow's meeting when our photographer popped into a local workshop last night. They are (left to right), Les Green, Fred Else, Fred Dicks and Trevor Amos. Tomorrow's stock car and motor-cycle races start at one p.m. and more than 70 entries have been received for the 23 stock car and motor-cycle events which will be staged.

### HESKETH CONTROL TOWER WRECKED

2 FEBRUARY  
1963



NOTE: Much damage was done to the control tower used to the Roy Hesketh Circuit yesterday afternoon during the

"Accelerate" reports serious damage, as yet unassessed, was caused to the control tower.



JARY 30, 1939

# 15,000 SEE DURBAN'S BIG CAR RACE

## HESKETH PROVIDES SOME THRILLS

S.A. Press Association.

DURBAN, Saturday.

**F**IFTEEN THOUSAND spectators and hundreds of motor-cars lined the 2.8-mile course on Snell Parade to-day, when the Fairfield Handicap, the first motor-car race held in Durban, was run this afternoon.

The limit man, A. Shelton Bowyer (A.S.B. Special) went away to the cheers of the crowd and was followed at intervals by other drivers.

With a quarter of the race completed, Nosworthy (Austin) was leading from Hall (Halford), with Zank (Morris) third.

Hesketh (E.R.A.), who left ahead of Ross (Bugatti), the scratch man, was soon lapping in the vicinity of 80 miles an hour, which meant 120

miles an hour down the two straights of the course.

At 15 laps the order was: Nosworthy, Hall, Bruin (Hillman), McNamee (Singer), Beall (Austin), Beattie (Austin) and Hesketh, only 16 cars then being left in the race.

With the race half over, it was announced that Miller (Plymouth) had crashed but was unhurt, and that Ross' Bugatti had caught fire. Frost (Terraplane) was reported as having turned over but to be unhurt.

With 12 laps to go, Hesketh took

the lead from when he put petrol but re

In the close Hesketh rec settled down hour.

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Hall, who field, duly ca a most consi lowed by All third place, tion.

Result:  
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S.A. Press





Chatterton leads Mick Grant . . . temporarily



Winners on parade



Steve Thompson and Rodney Gray



The Chat at full chat



Agostini in one of his short-lived appearances

A DAY of heroes, a few spills, a few thrills and a couple of bad disappointments.

That was this year's South African TT, Natal's big motorcycle race backed by the Daily News.

Heroes like Johan Boshoff, Transvaal mine captain, who fell twice in the 350 race, was patched up, and then raced through to sixth overall and first 250 in the TT. Or like Durban's Jon Ekerold, who raced on in spite of a broken toe, wrist and cracked rib.

A few spills, like that of Kork Ballington who just about destroyed his new R1500 Seeley frame when his engine seized in the Sweep. And the blazing crash of Simon Fourie when the entire contents of his Yamaha's tank ignited when he crashed in Quarry Corner.

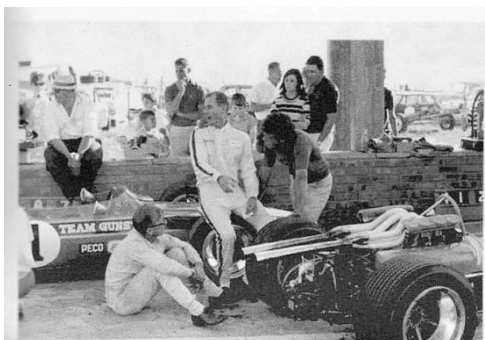
Thrills? Johan Boshoff and Kork Ballington beating the best of Britain in the 250 Dickie Dale, and Les van Breda and Jon Ekerold doing the same in the Formula 750 Dickie Dale.

And disappointments? Agostini's expensive failure which dropped him out of both his races, at half distance in the 18-lap Dickie Dale and two laps after the start of the TT.

Just as disappointed must have been those people who saw Jim Redman rudely turned back from the line with the words on the public address: "Will someone please tell that gentleman on the line to put on crash helmet and shirt before going onto the track."

That gentleman — who just happens to be six times champion of the world and motor-cycling benefactor — was not going out to race. His was a lap of honour and if he wasn't wearing a crash helmet, neither were most of those already on the track. And some of them weren't wasting any time out there, at all.





1968 Coronation 100, Roy Hesketh. Love's Lotus 49 won on aggregate from Jackie Pretorius' Lola T140 and Bob Olthoff's McLaren M3A-Ford. (Photo: John Duncan)



Sam Tingle (Brabham BT24), Basil van Rooyen (Brabham BT24) and John Love (Lotus 49) at the start at the Easter Races at Roy Hesketh, 1968.



*Above: Local racer, Pat Duckham powers his way around the new Kyalami Circuit in his 2 litre Ford Sierra.*

*Right: The Hesketh Days. Pat Duckham Wheels his Dart into the pit area at Roy Hesketh, during the 1974 Easter Races.*



## CARRYING ON WITH TRADITION



**Traffic on Beacon Hill. Chris Curry's U-2/M-3 heads the Mini-Cooper of Clyde Alborough, Don Bartlett's Corina, Brian Rodgers (Imp), the 1100 MG of John Falconer and Graeme Kirk (DKW).**



## PHOTO ACTION AT HESKETH



Above: The popular "Natal Mercury" three hour race held in appalling wet conditions at Rye Hesketh. The large contingent of entries provided for some thrilling racing — even if only in a mud.



Keith Berrington-Smith (right) takes an early lead at Henry's Krom, just before hitting the main straight.

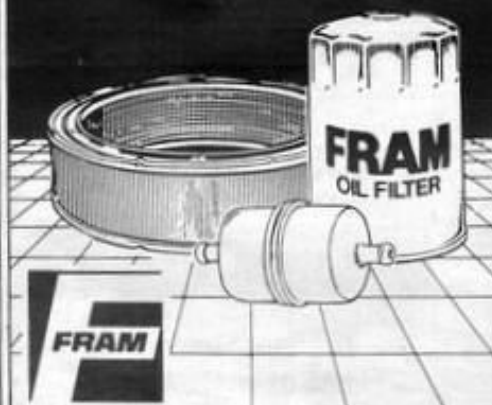


A Toyota Celica loses a wheel and spins off at Brown Hill corner.



The start of an endurance race with up to twenty cars entering. The race was based on a La Maza style start, sometimes dangerous, but a thrill for spectators.

**WITHOUT THEM,  
IT'S ONLY HALF  
A TUNE-UP.**



**OIL • AIR • FUEL FILTERS**



The dominating Team Gunston cars driven by Jochen Mass and Eddi Kitzan, hurt themselves into Quarry Corner. The duels between these two and rivals from the Lucky Strike team (Dave Charlton) were the highlights of these events.



John Love's Team Gunston starts at the start of a three-hour endurance race. Love, Dave Charlton and Eddi Kitzan always finished in the top three.

# STOCK CARS AGAIN

THE "biff and bashem" brigade of stock carrists return with a bang to the Roy Hesketh bowl on Sunday afternoon, and about 40 of these racing armoured vehicles are expected to compete, writes Accelerate.

There are 27 events at the meeting, organised by the Mbg Motorcycle and Car Club, plus the usual Umgeni Dash and Dusi sprint series.

The highly successful Bramhill Equipe (Chris Curry and ruling Valvoline champion of champions Ivan Bennett), take on the Owen Brothers' team of Clive Owen and Colin Clarke in the F II series.

## SPONSOR

The Formula One competition sees Carl Britz and Bunny Digue taking on Nigel Owen and another driver yet to be nominated.

The Stockcar and Speedway Supporters Club will sponsor the invitation races, which will be run in the reverse track direction.

Speedway riders will contest a best pair competition, as well as the newly sponsored Plough Handicap.



# Stock Cars roar again

SUNDAY afternoon 1 p.m. sees the rip-roaring start of another of Maritzburg Motor Cycle and Car Club Stock Car meeting at the Roy Hesketh circuit.

More than 40 cars will be seen in action. Bunny Digue and Stan Harris will be welcome additions to the Formula I class. A feature of the Formula II races will be a challenge between "Bramhill" (Chris Curry and Ivan Bennett) versus "Conac" (Bert Bassage and Kent Vincent). A leading health studio will be sponsoring the finals (both Formula I and Formula II) of the Dust Sprint.

## Leading riders

The Speedway events on the programme will be a best pairs competition between the leading riders. Roy Browning makes a welcome return and scrambles fans will no doubt be hoping for similar races between him and Horace Bergstrom as they featured in a recent scramble meeting.

A special feature will be the second of the stunts promised by the organisers. Les Bromfield and Bunny Digue will be performing a daring handstand on a car moving at 30 m.p.h. This is a completely "local" stunt which has not been seen elsewhere in South Africa.

All the stunts will be specialist acts devised by the organisers and seen in Pietermaritzburg for the first time. Nigel Raw will again be thrilling the crowds with his roller skates.

STOCK car enthusiasts should see plenty of action at the Roy Hesketh Circuit on Sunday afternoon.

LES BROMFIELD and BUNNY DIGUE will put on a handstand act on the top of a car while NIGEL RAW will be towed, sledge-type fashion, on a car bumper, as part of the daredevil act.

There will also be "dirt-track" races for solos, which will be run off as best pairs.

Formula I drivers include BUNNY DIGUE, ROY COX, WITTY BOAST AND CARL BRITZ.

Formula II drivers include IVAN BENNETT, CHRIS CURRIE and BARRY COYNE.

There will be lap record attempts, starting at 1.30 p.m., when saloon cars will be seen in action — this will be followed by a parade of the stock cars and racing will get under way at 1.30 p.m.

# AT HESKETH CIRCUIT

Daily News Correspondent

MARITZBURG, Tuesday.

**D**ENNIS COCKERELL'S "Ecurie Cockroach" had the greatest performance of its six-year career when its three drivers yesterday took first, second and third places in the Settlers Day Car Handicap at the Roy Hesketh Circuit, Maritzburg.

Cockerell himself, in his immaculate 1290 c.c. o.h.v. Peugeot, was first past the finishing line in 72 minutes and was followed by Owen Pheasant (1172 s.v. Ford) eight seconds later. Then came Ron Wright in another Peugeot four seconds after Pheasant.

Cockerell could undoubtedly have won by a larger margin but once he had passed Pheasant with several laps to go, he had the "slow down" signal from his pits. He ascribed the stable's great victory to excellent pit work, but all three drivers nevertheless had excellent workmanlike drives.

Another great race yesterday afternoon was the first side-car scratch event to be staged in this country and Durban rider Godfrey Humby celebrated his return from the Isle of Man by winning the race by seconds from G. A. Alexander.

When overseas, Humby came 10th in the side-car event on the Isle of Man and got a fourth place in an international meeting. This experience stood him in good stead yesterday when the tenacious Alexander led him for three laps of the five-lap race.

## TOOK LEAD

Then, however, Humby, riding Doug Carrick's 500 c.c. Jap, took the lead down the main straight and did not relinquish it. He was accompanied by Carrick's usual passenger, Bob Barker.

Following were the results of yesterday afternoon's events: Settlers' Day Car Handicap: D. Cockerell (1290 o.h.v. Peugeot), 72min., 1; P. Pheasant (1172 s.v. Ford), 72min. 8sec., 2; R. Wright (1290 o.h.v. Peugeot), 72min. 12sec., 3; R. McDowall (1250 o.h.v. M.G.), 73min. 4sec., 4. Side-cars scratch race: G. Humby (500 o.h.v. Jap), 1; G. A. Alexander (500 o.h.v. Norton Jap), 2; T. Sullivan (500 o.h.v. Triumph), 3; G. Hollister (500 o.h.v. Norton), 4.





**Before the start.**

**Team-mates John Love and Tony Jefferies, Coronation 100, Roy Hesketh, Pietermaritzburg, 11 April 1966. Love (Cooper T79) won the two-heat event on aggregate from Dave Charlton (Brabham BT11-Climax), Sam Tingle (LDS 3-Alfa), Jefferies (Cooper T55), and Rauten Hartman (Netuar-Peugeot). (Photo: John Duncan)**

## Roy Hesketh falls silent

17 Jun 2010

*Sanelisiwe Shamase*

THE Roy Hesketh race track in Hayfields has hit a dead end.

This follows the Msunduzi Municipality's decision to buy back the property it initially sold to the Roy Hesketh Motor Racing Foundation after it was found to be in breach of contract.



Initially rented out to the foundation in January 2004, it was sold to it in June 2005 for R3 250 000. Certain development conditions were attached to the sale.

Council lawyer Johan van der Merwe said: "In essence, the contract says that if improvements have not been done within a certain time period, we have the right to request purchase and retransfer the land to us at the purchase price."

He said there have been numerous complaints about the noise coming from racing cars.

"All that the purchaser was doing was using the land for motor racing, which is not allowed in the agreement," Van der Merwe said.

According to the signed agreement, the purchaser was supposed to fulfil the following:

- Restore the historic race track;
- Construct a total of 89 residential units;
- Have a motor club complex that would house an exhibition centre, museum and a conference facility;
- Establish passive recreational facilities that would be open to the public;
- Allow the use of the circuit for six annual classic car events, driver and cycle training programmes as well as the launching of motor products; and
- The money generated by the foundation was expected to boost the city's economy, attract tourists and provide about 110 permanent job opportunities.

Of all the proposed items listed, only the first was met, which put the foundation in breach of contract.

Ward councillor Sandy Lyne said she was aware of all the problems associated with the misuse of the land and that the municipality had actually sold it at a vastly reduced rate.

The land is now worth at least 10 times the amount it was first sold for, she added.

"We can re-acquire it and sell it at a significant profit. It would have been a fantastic development, but it was only used as a race track which created a real nuisance," Lyne said.

Msunduzi Mayor Mike Tarr said the municipality's decision "may result in litigation", but its decision stands.

## Hesketh bike event halted

13 Jul 2008

*Sandile Waka-Zamisa*

DISGRUNTLED Hayfields residents stopped a





