
LIFETIME ACHIEVEMENT AWARDS

2001:

Sarel vd Merwe

A competitor who has become a household name in South Africa. Known as an outspoken character and an aggressive, skilful driver, his list of successes bears testimony to an outstanding racing career which has seen an amazing cross-over between rallying and circuit racing.

First made a name for himself when he won the SA Rally Drivers Championship in 1975. In 1977 won both Group 1 Championship as well as SA Rally Drivers Championships. Also won Daytona 24 hour race in the mid '80's. In 1988 won the SA Rally Drivers Championship, for a record 11 Rally Championship titles. Won the SA Modified Saloon Car Championship in 1994, the Castrol International Rally in Swaziland in 1996 and the SA Modified Saloon Car Championship. Was awarded National Colours for his many achievements in 1998.

Alfie Cox

One of the most successful South African motorcyclists of all time, and since the '80's, one of non-circuit motorcycle racing's most formidable competitors.

Between 1985 and 1999, won the SA Motorcycle Enduro Championship a remarkable 10 times. Also, since 1985, won the SA Off-Road Motorcycle Championship (including one Sprint Championship title), a staggering 13 times over 17 years, with his most recent victory being in 2001. In 1995 he was awarded the Gold Medal for the International Six Day Enduro in the USA, and in 1997 he received his National Colours. Has won the Roof of Africa an incredible 9 times, and twice finished second in the grueling Dakar event. Unlikely that this skilful and tactical rider's amazing achievements will ever be bettered.

2002:

Russell Wood

A Superbike rider who, despite a horrific crash at Killarney in March 2002, won the next round of the Superbike Championship, although he could barely walk. Scoring a number of further victories, he won the 2002 S.A. Superbike Championship. From 1985 to 1995 has won seven 250cc S.A. Motorcycle Racing Championship titles and from 1992 to 2002, four S.A. Superbike Championships. Has participated successfully in many World Championship Road Racing events.

Russell Campbell

A motocross rider who has become a household name in South Africa. Over a racing period spanning 17 years, with a hiatus of 4 years in the early eighties, won 15 SA Motocross Championships, ranging from the 125cc High School Championship in 1979 to the Veterans Championship in 1996. Was awarded Springbok Colours in 1981 for winning two of those SA Championships in that year and for being the most outstanding rider in the series of International motocross events held during December 1981.

Derick Irving

Was awarded Springbok Colours in 1975 for finishing 19th overall in the Formula "K" World Championship in Portugal. Has won the Formula K International CIK Open All African Championship three times in 1982, 1983 and 1985. On home soil, he won 13 SA Karting Championships between 1973 and 1994, a winning career spanning 23 years.

David Clapham

Has been actively involved with circuit racing since the 1960's, first as the full-time secretary of the SCC of SA from 1960 to 1970. Although he organised many regional

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and other rallies, gymkhanas and fun events during this period, his first love has always been circuit racing. He was responsible for the introduction of saloon car racing in 1961, followed by the SA Saloon and Sports Car Championship in 1964. He introduced Formula Vee racing in 1965 and participated with great success, and also introduced Formula Ford racing in 1969. Arranged the first Sunshine Series for Formula Ford in 1970 and the Driver to Europe Award which introduced Jody Scheckter to international racing. In 1993 he introduced Super Touring Car racing to South Africa, and was responsible for the implementation of transponder automatic timing for circuit racing. Has chaired numerous motorsport associations and committees, and, as a Fellow of the SA Guild of Motoring Journalists, is still active as a motorsport correspondent.

Ralph Behm

First became involved in South Africa motorsport as a spectator marshal in 1955, and managed the Killarney circuit for some 10 years from 1959. Served as Clerk of the Course at Killarney from 1963 to 1970, as well as major karting events, including events featuring international competitors.

Was first appointed to RAC Committee in 1964, and was one of the Interim Board members responsible for the transfer of sporting power from the AA to MSA. He served as a director of MSA from the first MSA AGM in 1994 until 2000, and was Chairman/President of the National Rally Committee/Commission from 1976 until retirement in 1997. He has served on MSA Courts of Enquiry and Appeal and as FIA Steward and Observer at African Championship rallies, as well as representing South African interests at FIA conferences. He also served as Clerk of Course at rallies from regional to international status over 39 years. On the competitive side, he won 5 WP Rally Co-Drivers Championships and achieved 3rd place in the National Rally Championship in 1969.

Trevor Kilburn

Starting his motorsport career as a timekeeper at Grand Central in 1959 and continuing until 1967 at Kyalami, was a club competitor in car events in the early 1960's. Raced karts from 1963 to 1979, winning a number of championships. In 1966 he was elected to the Rand Kart Club Committee, and served as Chairman for a number of years. Was a founder committee member of both the Transvaal Go-Karting Association in 1967 and the SA Formula K Association in 1972. Has organised 5 international kart team tours between SA and Great Britain in the 1970's, and in 1979 was elected as National Karting Representative on the AA National Motorsport Council, serving in this position until 1989. In 1980 was invited and joined CIK's Executive Committee and also served as Chairman of the Organising Committee for all CIK/FIA International African Championships held in South Africa in the 1980's.

In 1985 he was elected Chairman of the AA Motorsport Management Committee and held this position until the severance of motorsport from the AA in 1995. In 1990 he was appointed as a non-executive director of the AA, representing motorsport until 1994, and in that year was appointed as MSA's deputy representing South African motorsport on the FIA. In 1995 was appointed Director and Chairman of the MSA Board of Directors, from which position he retired in 2002. Subsequently the MSA Board of Directors unanimously elected him Honorary President of MSA. Started participating in classic car rallying in 1993, and still competes in historic rallies.

John de la Hunt (awarded posthumously)

When he started his motorsport career in the early 1950's when he joined the Rand Motoring Club, there were only two disciplines of motorsport, track racing and regularity rallies, and he participated in both. Later on he rallied motorcycles and classic cars with great success. In between competing he took to organising and

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when the licensing system was introduced he was one of a handful of people who qualified for an "A" Grade Licence in both racing and rallying.

However, it was in timekeeping that he really made his mark, becoming the official timekeeper for all major events in South Africa including the Nine-Hour races and Grands Prix. Until his death he was the official timekeeper for every South African land speed attempt. From early in his career he served as a Steward at both National and International events. He was also a long serving member of the National Competitions Committee, which later became the Motorsport Council. After he retired from the Council he was appointed to the National Court of appeal, which he served with honour until his untimely death. He was one of the true gentlemen of the sport, always willing to help anyone or any club. His achievements will long be remembered.

Francis Tucker

His contributions span over a lifetime of motorsport. Not only was he a highly competitive participant in the sport, including various forays on the world-famous Roof of Africa in a near-standard car, but he also achieved monumental success in the early days of rallying, in which he last won the SA Rally Drivers Championship in 1966.

He can undoubtedly be acknowledged as the "Father of the AA Kyalami Grand Prix Circuit" having been involved with Alex Blignaut from the circuit's very first layout by ploughing the shape of the track with a tractor, to the hosting of many world famous World Championship events, including the 9 hour and of course F1 Grand Prix racing. He also served as Steward for all the Grands Prix events at Kyalami until SAMRAC sold the circuit. Was Chairman of the Sports Car Club for 17 years, and his running of the club and after-parties bears witness to his initiative, foresight and utter dedication to the sport. He was also at the forefront of the organisation of the Castrol International Rally, an event which brought South Africa to the brink of a World Championship event.

Alex Blignaut

(awarded
posthumously)

His interest in motorsport first started when he was at university, and he joined the SCC in the early 1950's, racing MG's at Grand Central. At the end of the 1950's, with the encouragement of Dave Marais, the then so-called sporting mayor of Johannesburg, he embarked on the task of identifying a circuit in Johannesburg while serving as secretary to SAMRAC, the body of 6 clubs tasked with this project. After identifying and initially rejecting Kyalami as a possible venue, it was decided to build the circuit there. The circuit was completed in 1961, and he was instrumental in arranging the first 9 Hour event and the final round of the SA Drivers Championship at Kyalami in that year.

Other events which he was instrumental in introducing at Kyalami included the Rand Grand Prix, precursor to the Springbok Series, long distance races and the Springbok Series for Sports Cars. Apart from marketing the 9 Hour events at Kyalami, he persuaded the Formula 1 World Championship fraternity to stage a round there in 1967, after the East London circuit was considered no longer suitable, and he was closely involved with the running of F1 Grands Prix at Kyalami until their demise. Was highly respected by the international racing fraternity, and enjoyed excellent relationships with the likes of Bernie Ecclestone. From a competitive aspect, he realised that he would never achieve great success as a driver, and thus ran his own teams of Ford Saloon Cars, Formula 5000 and Formula 1 Cars.

2003

Buddy Fuller

Mr Speedway, Mr Hot Rod, Mr Oval or just plain Buddy, Buddy Fuller is know by a thousand names but answers to only a single passion, motorsport. After an involvement lasting almost 70 years, he is recognized not only as one of South

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Africa's most successful speedway riders but as the doyen of oval track racing promoters. "Buddy" Fuller made his acquaintance with oval track racing with the introduction of dirt track-speedway racing to South Africa in October 1928. He raced with 350cc and 500cc Nortons in all the major events in the country. He had already made his mark in speedway, which he made his debut at the Old Barn Track near Alberton in 1938. He won the Diamond Shield for the Harlequins Club championship in 1939 and in 1939-1940 the South African dirt track championship at the Old Barn retaining the title at this track in 1946.

Buddy was instrumental in introducing speedway at Wembley Stadium in Johannesburg. He also became founder and Chairman of the African Speedway Riders' Association.

Buddy captained South Africa in the test series against England. It was the first of what was to be 23 representative appearances for South Africa, 13 as captain.

On the track, Buddy remained at the forefront. He crashed in a match for the Saxons and was struck by a following rider, suffering a fractured skull, broken jaw and partial paralysis of the right side of his face. Doctors recommended that he retire. Buddy decided otherwise. Buddy introduced stock car racing to South African in 1955 and drove regularly. In 1956-57, Buddy launched his Cavalcade of Speed comprising speedway, stock car racing and stunts at venues countrywide. The stunts led to the formation of the Hell drivers stunt troupe. Buddy became founder Chairman of the South African Hot Rodders Club, and imported American V8 sprint car racing in 1966. Buddy also became involved in drag racing, imported a dragster from the UK in partnership with Brian Murray, with whom he formed Fulray Racing.

Buddy introduced modified saloon oval track racing and Australian side-car speedway to South Africa, with test matches against British teams, and even held the first supercross race in the country, in New Kingsmead, Durban in 1986. Fuller continued to stay involved through the 90's, first running the Brakpan oval and then becoming involved in the Wembley oval revival.

Jan Hetteema

Jan Hetteema can certainly count himself among the South African motorsport legends. For the last 27 years Jan was known, and loved, as the Clerk of the Course for the Total Economy Run, that unique motorsport event that has carved out its own special niche. When Total South Africa approached the Pretoria Motor Club in 1977 to organize the Total Economy Run, Hetteema was the Chairman.

He is a controversial person at times, a great storyteller and a no-nonsense clerk of the course. But then he is after all so much more than just a clerk of the course. Born in 1933, the young Jan Hetteema soon began to excel in sports and it was cycling that drew his fancy in his late teens. The need for speed was there and in 1956 he was a member of the South African team that went to the Olympic games in Melbourne. He earned his Springbok colours for that achievement and repeated the feat two years later in the Commonwealth Games in Cardiff. But two wheels weren't enough. He wanted to pit his skills against others on four and soon he began to take part in local rallies, hill-climbs and road races. Rallying became his great love and he won the first of his five national drivers' titles in 1963 for which he was awarded his Springbok Colours. The other titles followed in 1967, 1968, 1969 and 1976. In the meantime he also competed in World Rally Championship events. He did six Monte Carlo Rallies between 1964 and 1970, with a best result of 22nd overall out of 350 competitors. In 1970 he drove a Toyota on the Monte, heralding the company's first official participation in motorsport world wide and lay as high as 9th before his diff broke. He also took part in the RAC Rally in 1976 and 1977 but as was so often the case,

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mechanical problems forced him out of a high position. In 1984 he was leading the Madeira Rally in a Porsche before yet another breakage caused his retirement. Despite taking on the responsibility of the Total Economy Run in 1977, he continued to compete in various club and regional events in South Africa, both off and on the track.

Mick v Rensburg Known as “Mr Drag Racing”, Mick van Rensburg has been the prime mover behind the sport for as long as anyone dares to remember. Mick’s first car, after about 16 bikes, was a 1952 Oldsmobile Super-rocket 88. After that came a 1958 Oldsmobile Rocket. The noise of finely tuned engines in the early drag years shattered the once peaceful Eloff Street Extension, Jules Street and Plantation Road in Westdene, although a private mine road in Benoni remained a favorite venue. Rainbow quickly became the Mecca of Drag racing the facility undergoing various improvements, but because of the lack of space, racing the bigger capacity cars became dangerous. Mick decided to build his own drag strip. Three adjacent smallholdings of 20 morgen each were purchased at Tarlton in 1972 and he started laying out a circuit based on top American specifications. He soon discovered that the three smallholdings were not going to be enough, and was forced into buying another adjoining piece of land. When Tarlton opened its gates for the first time in 1978, it was primarily as a drag racing complex that matched anything in the world. Provision, however, was made for other categories of motorsport and over the years, Tarlton has hosted national and international motocross, speedway and short circuit off-road racing, with the facility also utilised from time to time as a special stage on national and international rallies. In 1986, Mick decided to travel to the United States and learn how to pilot jet dragsters. He successfully completed the training course and bought a Jet, with a second car “donated” on the grounds it would be used by American drivers when they visited South Africa. Getting the two cars into South Africa proved to be somewhat difficult as the arms embargo, which prohibited the sale of military goods to the country, was still in force. The cars, powered by Westinghouse Jet engines taken from McFonnell Banshee fighter aircraft were, therefore, classified as military apparatus. In order for the cars to leave American shores, special dispensation had to be granted by the US Senate. Mick had to lodge a large deposit and sign an affidavit to the effect that the engines would not be used for military purposes. The cars which push approximately 11,000 horsepower and utilize diesel rather than aviation fuel, were soon the main attraction at Tarlton. During 1990 Mick began gearing up for the World Jet Finals in Palmdale in the US. On 6th October, 1990, he finished 3rd in the finals, one of his proudest achievements.

Also in 1990, he became the first driver to dip under the 7 second barrier. Mick is the first driver in Africa to break the 200 mph barrier in a piston-engined vehicle. In 1993 Mick did it again when he became the first driver to dip under 6-seconds. However the highest speed ever recorded in South Africa was his run at Margate Airport in the 90’s where he ran a terminal speed of 478.00km/h. At the beginning of 2000, it was decided with the help of the late Joe Graca, to incorporate the 4.6 and 8 cylinder street legal cars that had previously been running on their own since the late 80’s. Mick and Joe’s vision have paid dividends with more and more streetcar contenders entering each event. Drag racing is the most extreme division of motorsport in the world and Tarlton International Raceway can rightly be referred to as South Africa’s Premier Drag Racing Strip. It stands as a testament to an extraordinary man and his family, who despite many obstacles being placed in their paths over the years, have kept the dream alive through an iron clad optimism.

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Giovanni Piazza-Musso

Giovanni arrived in South Africa in June 1970 and headed up the Alfa Romeo competition department, running cars for drivers such as Arnold Chatz and Basil van Rooyen, whilst rallying on the side as a privateer. In 1971 in only his second year in rallying he won a National rally overall with a 1300 cc Alfa and was immediately named by Jan Hetteema as heavy shoes and at prize giving went on to say that Alfa should give him an 1100 the following year and not a Two Litre. In 1974 he became a works driver for Ford under the management of the late Bernie Mariner. After a mixed year and with family and business commitments, he returned to Alfa in '75. In 1977 he began his circuit career behind the wheel of a 1600 Alfa in Class W. He went on to win the regional championship in his first year and in 1978/9 took the overall Group One Championship back to back, winning 59 out of 63 races entered. In 1980 he received the State President's Award for his achievements. In 81 he returned to Rallying with Toyota under the helm of Scamp Porter winning a couple of class championships. In 1984 seeing that his sons were turning 18 and his efforts to keep them out of motorsport were rapidly depleting he decided to pool his resources and compete in the Costa Smeralda Rally, a European round of the championship on gravel, and tackle the infamous World Championship Rally the "Tour De Corse" a couple of weeks later in a 1600 Group A Toyota. He and his co-driver, Steve Harding, won the 1600 class in group A and were a very creditable 11th overall in Costa Smeralda, seeing as the entries included factory group B cars such as Henry Toivonen in a Lancia, Michelle Mouton (Audi Quattro), not to mention the factory 2 litre and 1600 group A cars, with drivers such as Malcolm Wilson. They then headed for Corsica for the world rally event and went on to finish 1st in class, 3rd Group A and 12th overall. He returned to receive his Springbok Colours. In 1986 he started up Piazza Motorsport.

Sy Symons

Sy Symons worked as the motorsport editor of the Rand Daily Mail for many years. Through his efforts motor racing received tremendous publicity which helped to draw crowds and popularize the sport in the 1960's. His efforts assisted in the establishment of Kyalami and the 9 Hour Race which helped put Kyalami on the map. Sy has been a member of the Pretoria Motor Club, which he also served as chairman and a keen organizer and competitor. He organized and was the first Clerk of the Course of the Total Rally which later gained International status. Sy was a keen competitor in both racing and rallying and won a number of international events, and was the first person to drive up Sani Pass in a two-wheel drive vehicle.

Denis Joubert

Denis has played a pivotal role in the life of Killarney – almost from its very beginning. He negotiated the acquisition of the circuit by the Western Province Motor Club in 1964, and pioneered and planned its development and success since then, both in the scope and breadth of the events run at the circuit as well as the multi-faceted facilities it now provides at one venue. Whilst continuing to campaign for greater national and international events at the circuit, Denis has always ensured that Killarney remains South Africa's most active home for local and regional motorsport of all kinds, and has entrenched the circuit's viability with innovations and workshops to the local motor trade and commerce. With his own active background in motor racing (largely as a sports car driver), he has always been able to empathise with and encourage competitors at all levels, and continues building on his passion of wanting motorsport to prosper forever.

Kork Ballington

Fully acknowledged as the riders' rider, began his racing career in his native homeland of South Africa. Amongst his many achievements he won his country's unlimited Championships, was awarded his Springbok colours, and twice presented with the State President's Award for services to motorsport.

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Additionally, he has twice been runner-up to such International sporting greats as Jody Scheckter and Gary Player in the Sports Personality of the Year Awards, an incredible tribute when one remembers that there has not been a Grand Prix held in his homeland, where his prowess could have been seen live by the South African press and public.

In 1976 Ballington came the hard way to Europe as one of road racing's many up and coming privateers, to make his first attempt in the full Grand Prix calendar. His success was such that in 1977 he was invited to join the works Kawasaki team as their No 1 rider.

In the space of three short years, he and the 'green meanie' Kawasaki machines, so dominated the International World of Motorcycle racing, that he won thirty-one Grands Prix and four consecutive World Titles, an unbelievable and unequalled achievement.

Greg Albertyn

Greg's name has of course been a household name in motocross for more than two decades, and he has undoubtedly been South Africa's greatest motocross export. It became apparent from an extremely young age that Greg possessed the talent, dedication and determination to become a Champion. Greg won various S.A. MX Championships in 1986, 1987 and 1989, and also won the SA Supercross Series in 1988. At the age of 17, Greg moved to Europe to compete in the FIM Motocross World Championship. In 1991, he finished 8th in the World MX Championship.

In 1992 Greg became the World 125cc Motocross Champion, and then moved to the 250cc Class – clinching the 250cc World Motocross Championship titles in both 1993 and 1994. He also raced for South Africa in the Motocross des Nations, which is regarded as the Olympics of Motocross.

Greg then moved to the USA, where he competed in the 250cc Motocross and Supercross Series. Unfortunately a spate of bad luck and injuries plagued the likeable South African for four years. Not being one to give up so easily, Greg continued with renewed determination. It all eventually paid off when he was crowned the 1999 AMA 250cc Motocross Champion. Greg went into the 2000 Supercross Series as the favourite, but after two races, again dogged by injuries, he had to retire.

Although he competed in a few races from time to time, he retired from the professional motocross circuit, deciding to concentrate on his property development business and to try and do some good in Africa. He is involved in charity work throughout South Africa, especially AIDS related charities. Being a devout Christian, he is committed to making a difference in people's lives, and his charity work goes a long way to realising that goal.

Greg decided to come out of retirement to participate in one event only - the 2004 S.A. MX GP at Sun City on 26th September 2004.

Rory Byrne

Rory Byrne obviously needs no introduction – especially to Formula One and/or Ferrari fans. A qualified Chemical Engineer, Rory's interests in aerodynamics was originally fostered with remote-controlled model aeroplanes. His first position as a F1 Designer was with the Toleman team, which subsequently became the Benetton team, and where he designed F1 GP World Championship winning car driven by Michael Schumacher in 1994 and 1995.

In 1997, Rory was appointed Chief Designer to the Ferrari team, and as a result, combined with the Benetton achievement, he has designed every F1 GP World Championship winning-car driven by Michael Schumacher.

As at the end of the 2004 season, Rory has been the designer of 99 F1 race-winning cars, and the next Ferrari win will be his 100th – no mean achievement!

2004

Dave Charlton

Although born in Yorkshire, England, he is regarded as South African and always raced as a South African.

His career was kick started with some good results in 9 Hour races held at Grand Central and he then moved to single seaters. With an outdated 4-cylinder Lotus 20 run under the Scuderia Tomahawk banner, he failed to qualify for the 1962 South African Grand Prix in East London.

Five years later he qualified his Brabham BT11 impressively to line up in 8th place for the S.A. Grand Prix at Kyalami, but finished 17 laps down and wasn't classified.

On the domestic scene he was making a name for himself and in 1968 he travelled to England to test for Cooper and race a Lola T70 in the BOAC 500 at Brands Hatch.

He progressed to better machinery with each season and took the first of six consecutive SA Drivers Titles at the wheel on an ex-works Lotus 49 in 1970. This was replaced by a Lotus 72 in 1972, and in addition to the SA GP he also joined the works Gold Leaf Team for the Dutch and British Grands Prix, but without any luck.

He was perhaps unfairly blamed for a multi-car shunt on lap two of the '73 Grand Prix, but with backing from faithful sponsors, Lucky Strike and Sasol, he took his Lotus 72 to Europe for three mid year Grands Prix. For reasons never really explained he became ill at each venue and returned home without having qualified in France and retiring from the other races.

He continued to dominate the domestic series and won his last Championship at the wheel of a McLaren M23 in 1975, the last year of Formula One in South Africa. Although he moved to Formula Atlantic, it never held his attention and he soon started racing saloon cars. As well as racing he is a competent pilot and is still a regular at race circuits.

Serge Damseaux

His motorsport career has spanned more than 25 years. He started on the track while preparing a racing car for a friend, and although he has had numerous successes on the track over subsequent years, his heart was really in rallying and it is in this discipline of the sport that he became a legend over the years. He began rallying in an Alfa Romeo in 1974 and also drove Escorts, Corollas and Datsuns, quickly making his mark as one of the most talented drivers on the South African Rally scene and going on to win the Western Province Regional Drivers' Championship more times than he cares to remember.

He took his first national championship rally victory in the 1985 Nissan International Rally, driving a Ford but it was his association with Toyota that led to one of the most successful rally careers in South African history.

As a Toyota works driver he went on to increase his rally win total to 66, equalling that of Sarel van der Merwe, while his 10th South African Drivers' title last year falls just one short of Van der Merwe's record.

Out of the many highlights in his career, he says one of the proudest moments of his life was when he took the locally developed Corolla 4x4 turbo to its first victory in a rough battle with the then dominant Audi Quattros in 1987. Another was winning the 2000 SA Rally Drivers' Championship in the 1600cc Class A6 Toyota Corolla, against the much more powerful Class A8 cars.

Paddy Driver

This recipient was the first of two South African competitors to have ever won S.A. Motorsport Championship titles on two and four wheels.

In a colourful career that started in the 50's on road circuits dotted around Gauteng, this popular gentleman left for the Isle of Man and the circuits of the UK and Europe where he shone and enjoyed many successes. He finished second to Mike Hailwood in the 500cc World Motorcycle Championships on a much slower machine. He won the South African 500cc motorcycle title in 1962 against top competition.

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After returning from international motorcycle racing, he swapped to racing monster Formula 5000 single seater cars and big engined off road vehicles, and won the South African off-road championship in 1982.

He was also a prominent and successful competitor in a rotary engined Mazda in the Wesbank S.A. Modified Saloon car Championships in the 80's and 90's.

Ian Scheckter

Rated by some as the faster of the two brothers, this recipient, two years older than his brother Jody, started his motorsport career in karts and motorcycles before switching to Formula Ford.

He won 'Driver to Europe' award in 1972, and spent a season racing in England. On his return to South Africa, he joined the Gunston Chevron Formula Two team as teammate to John Love for the 1973 season and stepped up to Formula One the following year when the team purchased a brace of Lotus 72s.

Having finished 2nd to Dave Charlton in 1974, he, now armed with a Tyrrell in Lexington colours, again missed the title in 1975 even though he dominated the season taking six wins to Charlton's two, as the odd points scoring system saw "Charlie" take the title from under his nose. Apart from the local Grands Prix, he also did a few races for Williams and Hesketh. Formula Atlantic replaced F1 for 1976 and he had a busy year as he won the SA title and tried to break into Grand Prix racing. He became a full time driver for the team in 1977 and also won the SA title. Without having had much success in Formula One he returned home and dominated the local scene before retiring with six SA Drivers titles under his belt.

He returned to the sport as a member of the works Ford team in 1989, but retired again after a serious accident at Killarney.

Desire Wilson

She started her career racing in what was commonly called Micro-Midgets and went on to claim the South African Formula Ford championship in 1976. She then moved to England and won a number of Formula Ford 2000 and Sports 2000 races.

In 1979 she made her debut in the Aurora British Formula One championship and made history by becoming the only woman to have won a Formula One race when she took her Williams to victory at Brands Hatch in May 1980.

Three months later she failed to qualify for the British Grand Prix at the same circuit, but did race a Tyrrell at Kyalami a year later. Unfortunately this race was during the infamous FISA/FOCA war and deemed to be a non-championship event. After running strongly in seventh place she crashed almost within sight of the flag.

She also contested the World Sports Car Championship with Alain de Cadenet and won two World Championship Sports Car races at Silverstone and Monza in 1980. She faded from the limelight after this when she moved to America. Apart from a few CART races she did not race much until she joined Chrysler for the American Touring Car Championship. The series did not last long but she remained involved with motorsport in an administrative role within the Sports Car Club of America. Her last competitive outing came when she participated at both the Goodyear Festival of Speed and Goodwood Revival Races a couple of years ago.

2005/2006

Arnold Chatz

Arnold started his career at Grand Central and was already an accomplished driver by the time Kyalami was built. In his early years, he drove Renaults with gusto and was always a hard person to beat despite being a perfect gentleman in his attitude to fellow competitors. His relationship with the Lawson Motors group was forged on his hard driving, winning ways tempered by his professional and courteous approach to the team and his fellow competitors. He remains, today, a close friend of Matthew Lawson. Hard driving in the Renaults and their propensity of breaking side shafts also earned him the dubious title of Chairman of the SCC Roly Poly Club, inverting more cars than any other driver. He was beaten by the Late Raggy Scholberg in the mid

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60's, taking over the mantle once more following Raggy's death and has held the title ever since.

He is best known for his success in Alfa Romeo cars from Berlina's to the highly potent GT America. At one point he was the most successful Alfa driver of all time, having won more trophies at the wheel of an Alfa than any of the famous names associated with the Marque.

He joined the Transvaal Committee (now known as the Northern Regions Committee) some 25 years ago and remained a member of this committee until December 2005, having had stints as Chairman and Vice Chairman. He has stood down for 2006, but remains a very valuable sporting member of the National Court of Appeal. He is Honorary Vice President of the Johannesburg Branch of the SCC. His Steward duties have included being MSA Steward at most National Championship events in the Northern Regions and all International events at Kyalami as well as the recently held A1 Grand Prix in Durban. He has fortunately agreed to continue with Steward duties despite his retirement from the Regional Committee.

Terry Stidworthy

Living in Port Elizabeth in the early 60's, Terry developed an interest in motor sport and got involved in rallying and off-road activities with a Baja Bug. In 1969 he relocated to Johannesburg and, following his Baja Bug roots, became passionate about Formula VEE.

Together with Rob King they manufactured 2 Formula Vee's aptly called Sting and his circuit racing career began in earnest. He entered and won the Yellow Pages Kyalami competition in a hard fought season although he never forgot to race as a true gentleman.

He became involved in the Technical Committee at an early age and always gave sound and factual advice to all who asked for it.

He was Chairman of the Formula Vee Association for 5 years, but with a family in the latter stages of high school, he opted to stand down as chairman and retire from active racing. He was immediately made Honorary President of the Formula Vee Association and at the same started to serve the sport as a whole, making himself available as a Steward and committee member of the Northern Regions Committee.

Terry served as Chairman of the Northern Regions circuit racing sub-committee for 12 years before standing down at the end of 2005. In the last 10 years he has missed serving as MSA Steward at less than 12 Regional race meetings at Kyalami, Zwartkops and Midvaal as a result of business commitments or a short spell of ill health. Since his retirement, he has worked harder than in all his years of employment by giving his time to the Engineering Council of SA and MSA. With his involvement in the furthering of engineering in SA, he was awarded an Honorary Doctorate. He has been responsible for single handedly producing the Regional Circuit Racing calendar for the past 12 years.

Peter Kaye-Eddie Peter developed an interest in motorsport in the 1970's, joining the Sports Car Club in 1975. His interests grew to such an extent that in the mid 1980's he decided to create his own team, working closely with a number of friends that he had made over the years.

His working relationship with Robbie Smith and JSN is legendary and the performance of the BMW Shadowline surprised all who did not know the dedication he gave to the sport. The success of the venture led directly to the Firestone involvement as the control tyre supplier for Production Cars. With each successive variation of the BMW Three series, the team took on the might of the BMW factory team, winning on many occasions and leaving the factory wondering how they could equal such a performance.

When Robbie retired from motorsport, this recipient took Reghard Roets under his

LIFETIME ACHIEVEMENTS

wing and once more gave the factory teams a great surprise. With Reghard being so close to him, this recipient's magic also turned to the VW Polo series – a major move away from the exclusive BMW Production Car involvement.

As an administrator the recipient was possibly the single rational voice within the ranks of Production Cars and his input into the series went a long way towards the prevention of its demise, and he is a true ambassador of motorsport.

2007

Arthur Abraham

(awarded
posthumously)

Arthur Abraham, was one of the most influential personalities in SA motor sport over the last 30 years, but sadly died at the age of 53 after a short illness in 2005.

Arthur's sphere of influence encompassed circuit racing, rallying, motocross and speedway, but his great love was off-road racing. Up to the time of his death Arthur was working on a project to bring a round of the FIA Cross-Country Rally Championship to South Africa.

The Big A, as he was affectionately known to friend and foe alike, grew up in Brakpan and set out on a career in banking after leaving school. It was not long, however, before his passion for motorsport led him to Castrol where he was appointed the Motorsport Co-Ordinator in the early 1970s.

His first sojourn into event organisation was the Castrol British Airways Tour in 1976. Shortly after the tour Arthur left Castrol, and he established a motorsport marketing and PR company, Arthur Abraham and Associates.

Arthur was instrumental in putting together the hugely successful Kreepy Krauly Race and Rally Team that launched Sarel van der Merwe to international stardom.

In 1986 Arthur also formed Videosport, a company that pioneered television coverage of local and international motor racing events in South Africa.

Over the years Arthur served on various MSA commissions and committees including the MSA Executive Council and, at the time of his death, served on the MSA Off-Road Car Racing Commission. He also acted as a consultant and advisor to motorsport organisations, teams and individuals.

This MSA Life Time Achievement Award was presented to Arthur posthumously in recognition of his significant contribution to South African Motorsport.

Julian Lurie

Julian completed his matric at Durban High School, played Table Tennis for the Technical College and played league in 3rd division - Table Tennis was strong in SA in those days!

Julian became involved with Motorsport around 1950 and was still at school when he worked with the late Andre Malan as his pit crew for his Austin Special.

He has raced and rallied and has received many Motorsport awards including Natal Colours, Merit certificates, MSA Special Award, Motorsport Organiser's Award, etc.

He has passed the SA Guild of Motorists Advanced Driving Course, as well as a few off-road driving courses, race track courses etc.

Although he has retired from formal employment, Julian works as a freelance reporter and presenter for SABC - presenting five programmes a week for Lotus FM and as a news correspondent for both SABC radio news and SABCTV business news in Durban.

Julian has been Chairman of the MSA KZN Regional Committee for the past 20 years and is still very involved in the sport, holds Clerk of Course Licences in three categories, and still officiates at events.

Peter

Burroughes

Now in his fifth decade of observing, promoting, recording and reporting motorsport, this recipient of a Lifetime Achievement award has built a powerful reputation for his persistence and attention to detail, his patience in collecting the information, and his ability to diligently follow different channels of our sport, not only for his clients and

LIFETIME ACHIEVEMENTS

associates, but also for his own un-daunting interest.

Peter first learnt his word-making trade at The Star and then The Cape Argus, before joining Motoring Mirror and working for those publishers who had wide activity in covering motorsport from 1963 to 1973.

Peter then had a long spell as an advertising copywriter and account director on automotive accounts which included Ford (for 16 years), Toyota and Opel. He then became a PR and marketing consultant with a strong motorsport bias and had spells working for Opel which was under the Delta Motor Corporation banner (1990 to 1991), and later for Nissan (2001 to 2003).

More recently he travelled globally, handling the communications portfolio for the South African team in A1GP, and continues doing that and numerous other motorsport commissions, as well as general Public Relations for clients such as A1GP, Bridgestone, Nissan and Sasol.

Maurice Rosenberg

It's hard to believe, but this quietly spoken man is sometimes one of the most unpopular people in motorsport.

He is a technical guru, a sort of 'rules policeman', and his nearly 40 years of experience means that there aren't many tricks he misses.

Like many of his era, his early motorsport experience was gained in the heart of Johannesburg's motortown where he worked for both Basil van Rooyen and John Conchie, both very clever people and very good teachers.

This, together with deep involvement with Richard Sterne and Nino Venturi, led to him becoming an expert on Formula Ford engines when the 1600 cc Kent motor was used and devised an ingenious tool for measuring valve lift. He is also regarded as a wizard when it comes to setting-up Weber carburetors and his attention to detail was legendary.

At the side of a track he'd be armed with a stopwatch and time various drivers up the hill to Leeukop corner, because it was easy to see who had more power.

His mentor into the operational side of motorsport is long time friend, Brian Hoskins. Nowadays he is the technical consultant for Karting and Oval Tack racing and still the passion hasn't waned.

2008

No awards

2009

Darryl Beck

This recipient was educated at St. Martin's School in Rosettenville where he was a full time boarder. In 1958 a Housemaster took a number of scholars to a race meeting at Grand Central. This was when the bug bit and obtaining a list of races for the year, he attended all the remaining races that year and evidently badgered Koen Deetlief, Norman Bolton and Oscar Taub so much that they eventually relented, changed the age rules of membership and he became a Junior Marshal in January 1959, at the age of 14. At that stage he was designated as a runner. (If there was an accident at a corner, he would run to the control tower, tell them and then run back to the corner and tell what flag control wanted). 1959 and 1960 saw him getting up at 3.00am, cycling to Grand Central, a 3-4 hour trip, marshal all day and then cycle back to School, arriving at about 8.00 pm to 9.00 pm.

1961 saw the relocation of motor racing to Kyalami and in relocation something was forgotten and he was classed as a "normal marshal" at the first race of that year, at a grand age of 16. His first race he marshalled in the pits and at his request was transferred to Clubhouse corner. Four years later he was promoted to Deputy Post Chief and three years later, at the age of 23, as Post Chief. This position he held up to a few years ago when he handed the corner over to younger marshals. He still acts as Post Chief on Clubhouse when required, but his main position at Kyalami is running

LIFETIME ACHIEVEMENTS

the Land Rover Recovery vehicles. There is not a circuit in South Africa that he has not marshalled at and he has also marshalled at Brands Hatch and Silverstone in England.

Kyalami and marshalling have always been his passion and he has now given 50 years service to motor racing. He has never been one to stand in the lime light, rather staying in the background helping and advising where he felt he could benefit the marshalling association. He, with the help of a couple of other marshals, was instrumental in writing the original constitution for Kyalami Marshals and has helped to keep it up to date with the changing times. He is loved and admired by all of KMA and although never serving on the Committee he is regarded as the backbone of this marshalling association.

He met his wife Gita through Kyalami, Gita's sister and brother in law also being TMA marshals. After going out for four years they got married in 1975. 1980 saw them buy their first Land Rover, which set them off on many an interesting adventure in Africa. They still own four real ones and he now has a collection of over 600 Land Rover models. At home he is a keen gardener but complains he is rather hampered by their two Belgium Shepherds and cross Lab Alsatian who also love gardening. They are both keen sailors with inshore skipper's certificates, love water skiing and Gita has her 2nd Dan in Karate. They have been members of the Off Road Rescue Unit for over ten years and he is the force behind the Four Wheel Drive Club Marshalling unit joining up with Kyalami Marshals.

Both he and Gita have been awarded Honorary life Membership of the Land Rover Owners Club of Southern Africa and Kyalami Marshals Association and he is a Life Member of the National Sea Rescue Institute.

2010

Andre de Kock What would South African Motorsport be without this veteran motoring journalist and daredevil André de Kock?

As motoring editor of the Citizen daily newspaper, his authoritative reports on two and four wheel motorsport, on Tar and Dirt, are looked forward to by spectators, enthusiasts and competitors alike.

A hands-on journalist, André not only personally attends races but competes in Historic Track Racing with success and has also had a stint with other facets, including Rallying and Drag Racing. If it is fast, has wheels and especially if it involves racing through a tunnel of fire, to set a record for the Guinness Book of Records, André is game.

He himself made the headlines in 1988 when he was strapped atop South Africa's first jet-powered dragster during a flat-out acceleration run, a stunt which gained him the nickname "Cremora" (he's not inside, he's on top).

Since then he and fellow South African Enrico Schoeman have been thrilling spectators by riding the sidecar through fire tunnels at the now defunct Dunswart Hotrod circuit in Benoni.

Throughout André de Kock's written works for newspapers, magazines, annuals and programmes, you find a passion for the sport and attention to detail, peppered with an underlying sense of humour.

He is not old, but certainly from the "old school" of journalists where integrity, precision and ethics are top of the agenda.

Long may André de Kock continue to inform and entertain us.

LIFETIME ACHIEVEMENTS

Meg Houghton Margaret, better known as Meg, van Niekerk got involved in motor sport quite by chance. After studies and a stint at UBS she met Denis Joubert at an architect's practice who was a mover in the Western Province Club, it meant Meg's office duties soon extended to secretarial work for the motor club and active duties at the club's multitude of events.

She accepted an offer in 1975 from the then public relations manager, of Datsun-Nissan, Evert van Niekerk, to join his company in Johannesburg.

The big step up came in 1977 when Meg joined Castrol as Motorsport Assistant to Arthur Abraham and she was promoted to the position of Motorsport Manager a year later.

Motor sport remained a major part of her working life for more than 30 years, until her retirement at the end of last month (November 2010). The involvement of Meg and Castrol in all aspects of motor sport is legendary and she nearly always seemed prepared to listen to begging tales from people looking for sponsorship.

It has not been easy as Meg has had 16 people heading up the Castrol or later BP Lubricants operation in South Africa in the 33 years she has been with the company. On most occasions it has been up to her to obtain their backing for the company's ongoing motor sport sponsorship and involvement.

This has required persistence, enthusiasm and belief in the value that motor sport continues to bring to the Castrol brand.

Meg has certainly been a disciple not only for the Castrol brand, but also for South African motor sport in a career that spanned 33 years and has now ended with her retirement. We wish you well in your retirement, Meg!

MSA SPECIAL AWARDS

1998

Andre de Kock
Roger Mc Cleery

2000

Ian Auret
Tullio Bernardi
Ray Brooks
Trevor Kilburn
Joyce Steyn
Hendrik Verwoerd
Steve Wicks

2001

Tomas Scheckter

2002

Rory Brown
Arnold Chatz
Brian Cook
Geniel de Villiers
Jan Habig
Glyn Hall
Douglas Judd
Grant Langston
Julian Lurie
Mrs. Yvonne Rowden
Terry Stidworthy
Koos Swanepoel
Vicus van Deventer
Nino Venturi
Wesbank

2003

Willie du Plessis
Bob Ford
Diether Kok
Justice Dirk Marais
Nissan SA
Adrian Pheiffer
Monica Solomon
Piet Swanepoel
Harvey Thomas
Toyota SA
Alan van der Merwe

2004

Jerry Bailey
Dr. John Boden
Jan Hartzler
Brian Hoskins

Geoff Mortimer
Glenn Rowden
Sasol
Steve Solomon
Total
Volkswagen
Rob Weightman

2005

BMW
Castrol
Continental Tyres
Gavin Cronje
Mark Cronje
Goodyear
Brian Jeffries
Kevin Jenkins
Richard Leeke
Cristiano Morgado
Wesley Orr
Claudio Piazza-Musso
David Piper
Hennie van der Linde

2006

Tony Alves
Buks Carolin
Mike Clingman
Cornel de Villiers
Jack Holloway
Federal Mogul
Peter Lindenberg
Dave Petersen
George Portman
Allan van der Merwe
Danie van Jaarsveld

2007

Owen Ashley
Johan Coetzee
Willie de Klerk
Sheena and Moira de la Hunt
Joe Domingo
Andrew Fontini
Tony Nel
Eddie Pinto
Chris Shinn
Sam Tingle
Ewald van Bergen
Andries van der Walt
Fred Vroomen

MSA SPECIAL AWARDS

2008

No awards

2009

Sparky Bright
J.C. Erasmus
Ford
Lynette Gaugain
Jannie Geyser
Hannes Grobler
Wammy Haddad
Kyalami Marshals Association
Dave Ledbitter
Brent le Riche
Bruce le Riche
Sue le Roux
Peter Moloney
Victor Picoto
Fanie Viljoen

2010

Steve Crook
Giniel de Villiers
Pierre de Waal
Norman Ewing
Glynn Hall
Allan Meyer
Hector North
Wesleigh Orr
Ralph Pitchford
Ian Schofield
Elza Thiar
Duncan Vos