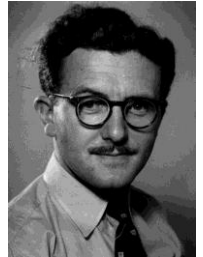


Gordon MacPherson in Southern Rhodesia

C:\Scott's Files\British Cars\Austin Healey\100 S\3902\Gordon MacPherson in Southern Rhodesia 2.doc

AHS 3902 was dispatched to Tanzanian Austin-Healey agents, Ronil Motors Ltd, in Dar-es-Salaam on 30 June 1955. Unfortunately, the person who originally ordered the car died before they could take delivery. Ronil initially declined other offers as the company wanted the car to be raced in order to publicize the marque out there. Ronil then approached Gordon MacPherson in Southern Rhodesia, now Zimbabwe, who had successfully raced an XK120 and 100M and offered him the 100S.

Gordon purchased it in April 1957 and had it painted in his racing colours of Chinese Blue. Over the next three years, he enjoyed some seventy-five race outings, which resulted in sixty-two top three finishes, including eighteen wins. In 1958 he shipped the car to Madagascar for the Madagascar Grand Prix in the capital Tananarive. Mechanical problems forced retirement whilst Gordon was lying second to a local Mercedes. Another 100S (AHS 3806), belonging to local enthusiast M. Poisson, was running down the field in the hands of his driver A. Peri. He was called into the pits for Gordon to take over his car; such procedures were possible in those days. In this other car, Gordon drove up through the field to finish in second place. Gordon also took the Whitney Straight Trophy in 1959.



The car's last race outing was at the 1960 Belgian Congo Grand Prix. Whilst dicing with John Love's ex-works D-type Jaguar, Gordon clipped a kerb at over 120mph (193km/h) and rolled the car end over end. He got away with a broken wrist, but inevitably the Healey was badly damaged. Returned to Southern Rhodesia by train, repairs on the car got under way, but business commitments and his wife's concern over his narrow escape would result in the car standing, incomplete, for over twenty-five years.

Keith Clapham discovered AHS 3902 in Zimbabwe in 1985. When he flew out to view, it was under a tarpaulin in partly rebuilt condition. Having circumnavigated all sorts of bureaucratic difficulties, Keith flew the 100S back to England in December 1985. The rebuild, which would take ten years to complete, was started in January. Only the second owner of this example, Keith put it back on the road in 1996, when it was allocated the age-related number plate TOJ 301.

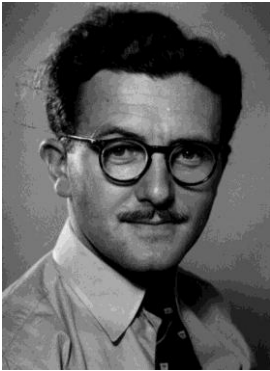
Source: Big Healeys in Competition by John Baggott, page 55

Gordon MacPherson with his 100S and the trophies he won with it in Southern Rhodesia. The photograph is from a local road safety magazine. Keith Clapham now has this example in England, registered TOJ 301.



Google Search ["Gordon MacPherson" Healey]

<http://travel.webshots.com/photo/1016867602010215637ArcpguEmIc>



http://www.classiccarsinrhodesia.co.za/MR_Robert_Young.html



Charlie Belton with Gordon Macpherson and the very rare and successful Healey



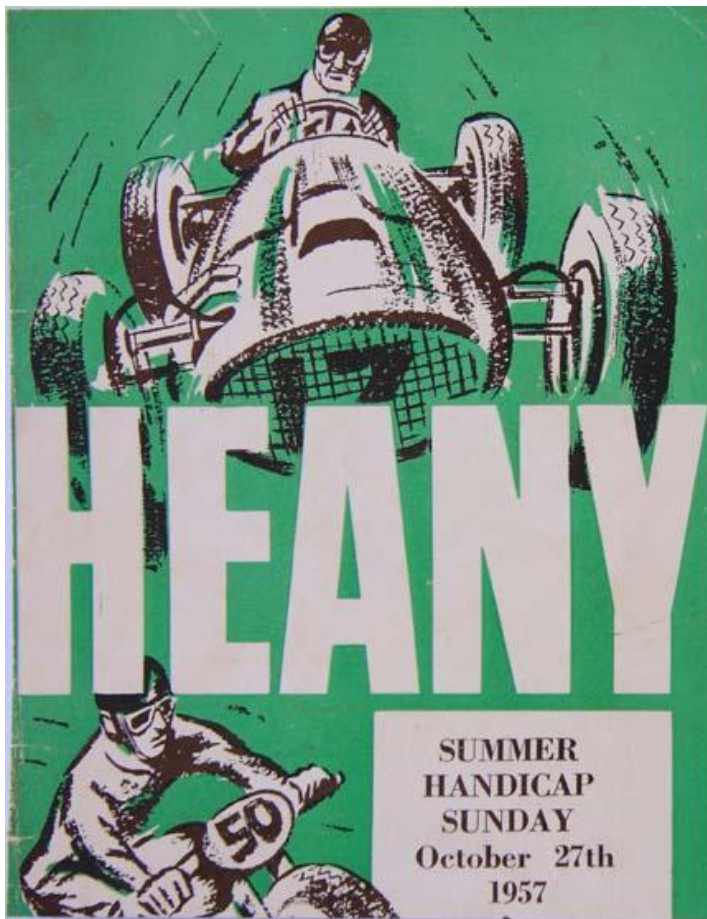
John Guthrie and Healey at Belvedere



De Jouvancourt with Austin Healey 100



De Jouvancourt



HEAVY SUMMER HANDICAP

Open to all Sports Cars, Specials and Racing Cars

First Prize: TWIN MOTORS FLOATING TROPHY, REPLICA
AND £50. Second Prize £30. Third Prize £15.
Fourth Prize £10. Fifth Prize £5.

No.	Name	H/Cap m. s.	c.c.	Car	Hometown
10.	K. Wilkinson	0.00	1048	Kenton Special	Bulawayo
11.	E. Jocks	0.48	998	Vincent Special	Bulawayo
12.	J. Emms	0.48	1500	Ford Special	Bulawayo
14.	G. Pfall	1.06	2660	Austin Hly 100M	Que Que
15.	J. Ogsdon	1.12	500	Cooper Norton	Salisbury
16.	D. Byron-Moore	1.12	1192	VW Special	Salisbury
17.	J. Guthrie	1.12	2660	Austin Hly 100M	Salisbury
18.	P. Piatt	1.18	1972	EM Talbot	Salisbury
19.	W. Nicholson	1.36	650	Triumph Special	Umtali
20.	B. L. Mathews	1.36	498	Mathews Special	Bulawayo
21.	G. MacPherson	2.18	2660	Austin Hly 100S	Salisbury
22.	G. Gilmaster	2.30	2639	Austin Special	Bulawayo
23.	J. Guthrie	2.54	1092	Cooper Climax	Salisbury
24.	A. Fergusson	3.00	499	Cooper Norton	Johannesburg
25.	J. Love	3.00	1500	Riley Special	Bulawayo
26.	M. Stafford	3.12	1092	Cooper Climax	Salisbury
27.	N. Lunderstedt	3.12	1000	Lundy Special	Umtali
28.	S. Tingle	3.24	2000	Conaught	Hartley
29.	J. Shield	3.54	1996	E.R.A. S/C	Melfort
30.	J. de Villiers	4.00	3442	Jaguar D Type	Salisbury

1957 Heavy Summer Handicap

Presents

THE RAY AMM ROAD RACE MEETING

Belvedere Circuit, Sunday, December 1, 1957

RESULT: 1 Lap

No.	Name	Machine	H. Cap
1.	Miss J. ...		00
2.	C. Onslow		20 25
3.	L. R. Davies		20 25
4.	R. Bates		20 25
5.	A. C. Chriswell		213 100
6.	N. N. Miller		1952 209 130
7.	G. J. Meadows		1051 208 125

5 Laps

1957 Ray Amm Road Race Meeting

Event No. 13 25 Laps

All Comers Sports, Racing and Specials

Car Handicap

(Race starts 3.25 p.m.)

No.	Name	Town	Machine	c.c.	Lap Time	Credit	H. Cap
1.	J. Shield	Melfort	E.R.A.	1996	1.27	0	0.00
2.	J. de Villiers	Salisbury	Jaguar "D"	3442	1.27	0	0.10
3.	D. Gibson	U.K.	Cooper Climax Lotus	1500	1.27	0	0.10
4.	J. Davis	U.K.	Formulae II	1500	1.27	0	0.10
5.	S. Tingle	Hartley	Connaught	1990	1.29	0	0.50
6.	J. Love	Bulawayo	Riley Special	1498	1.29	0	0.50
7.	J. Guthrie	Salisbury	Cooper Climax	1098	1.31	1	0.10
2.	J. de Villiers	Salisbury	Cooper J.A.P.	1100	1.31	1	0.10
4.	J. Davis	U.K.	Lotus le Mans	1500	1.34	2	0.00
8.	J. Ogston	Salisbury	Ford Special	2229	1.35	2	0.10
9.	J. Barr Miller	Salisbury	M.G. Special	1486	1.35	2	0.10
10.	G. Macpherson	Salisbury	Austin Healey	2660	1.35	2	0.10
11.	J. Emms	Bulawayo	1500 Special	1500	1.35	2	0.10
12.	P. Piatt	Salisbury	B.P.F. Special	1460	1.35	2	0.10
13.	R. Humphries	Cape Town	Consul Special	1560	1.36	2	0.40
14.	V. Cavanagh	Bindura	K3 Special	1850	1.36	2	0.40
15.	M. Gardner	Salisbury	Austin Healey	2660	1.36	2	0.40
16.	G. Pfall	Que Que	Austin Healey	2660	1.39	3	0.00
17.	D. Byron-Moore	Salisbury	V.W. Special	1192	1.40	3	0.20
18.	D. Purnell	Salisbury	M.G. Zephyr	2262	1.40	3	0.20
19.	B. Mathews	Bulawayo	Mathews Special	498	1.42	3	1.10
20.	J. Ogston	Salisbury	Cooper Norton	498	1.42	3	1.10
21.	P. Oldfield	Salisbury	M.G.A.	1489	1.42	3	1.10
22.	S. Falkner	Salisbury	T.R.2	2088	1.43	3	1.30
23.	M. van Rooyen	Salisbury	Jaguar Special	2663	1.43	3	1.30
24.	G. Meadows	Salisbury	Ford Special	1172	1.45	4	0.30
25.	I. Codron	Salisbury	M.G.A.	1489	1.45	4	0.40
26.	T. Newing	Salisbury	M.G.A.	1489	1.46	4	0.50
27.	J. Pope	Lusaka	M.G.A.	1489	1.46	4	0.50
28.	A. Stokes	Salisbury	M.G. T.C.	1250	1.46	4	0.50
29.	G. Munro	Umtali	Mormun	1486	1.46	4	0.50
30.	K. Pettit	Salisbury	Ford Special	1172	1.47	4	1.10
31.	L. Tempest	Salisbury	Miniett	1486	1.48	4	1.35
32.	G. Banwell	Salisbury	Morris Special	800	1.50	5	0.20
33.	E. Petit	Salisbury	Peugeot Special	1274	1.54	5	1.40



2.5-7-57

Two Rhodesians face stiff opposition at L.M. races

By Our Motoring Correspondent

THE only Rhodesian entries in the Lourenco Marques race meeting at the weekend—John Guthrie and Malcolm Gardner in their twin Austin Healeys—left for Portuguese East Africa last night.

The main race of Sunday's meeting is a handicap on a 1½-mile "round-the-houses" circuit. The two local drivers will be up against stiff competition from various parts of Southern Africa.

The main danger is likely to come from Tony Ferguson, the Johannesburg driver, in the Cooper-Norton with which he won the Heany 100.

PLEASED

But both Gardner and Guthrie are pleased with their handicaps at the L.M. meeting. These will mean they have to average 64 m.p.h. to be up with the leaders, and at Heany, which has equally tricky corners, they were lapping at 67 m.p.h.

Derek Purnell, chairman of the Mashonaland Motor Car Club, will go to L.M. as team manager.

RHODESIA'S only representatives in the Lourenco Marques car race on Sunday are Malcolm Gardner (left) and John Guthrie, here seen in their twin cream-and-black Austin Healeys.

BELVEDERE MEETING SHOULD PROVE WHETHER JAGUAR IS FASTER THAN E.R.A.

TOMORROW'S Mashonaland Car Club meeting at Belvedere Circuit should tell the tale about Jimmy de Villiers's new D type Jaguar and his old E.R.A., now the property of Jimmy Shields. De Villiers proved faster than the Jaguar in his E.R.A. at three different meetings, and it will be most interesting to see whether his times in the allegedly faster Jaguar are an improvement on those put up by him in the E.R.A.

Apparently the official handicappers think the E.R.A. the faster car, for De Villiers, handicapped to lap at 80.5 miles an hour, gets 30sec. start on Shields in the main race of the day over 15 laps. Shields must lap at an average speed of 82.4 miles an hour—the E.R.A.'s handicap at the last Belvedere Mashonaland "100" meeting.

De Villiers, in turn, is conceding some big starts to other fast cars. Sam Tingle, in his

Connisght, gets 45sec. start on the Jaguar. Mike Stafford (Cooper Climax) gets away 75sec. ahead, and T. Peatling (Cooper Climax) leaves 97sec. ahead of De Villiers.

Handicap revised

I notice that the last Mashonaland "100" winner, D. Byron Monte, is handicapped to lap at 69.5 miles an hour, which

is a lot faster than his previous handicap of 66.7. P. Oldfield has also come in for some revision, and now has to lap at 70 miles an hour instead of the 64.5 which allowed him to fill second place at the last meeting.

V. Cavanagh and N. Mathews, third and fourth men respectively last time out, must also find a few extra ounces of speed. But Cooper men Ogston and Guthrie must have been severely handicapped, for they are now expected to lap at 70.2 instead of 73 miles an hour.

Perhaps these revisions will see a closer finish, with the backmarkers having a chance.

Interesting field

The motor-cycle field is as interesting as ever, despite the absence of Union stars. Some of the local riders have the best available machines, and their ability has been proved the equal of most of the riders down south.

Phil Snyman makes a welcome return on a machine not previously seen in action here—a 200cc. M.V. Augusta. This potent lightweight must have quite a turn of speed, for it is handicapped to lap at 69.5 miles an hour and leaves with three 350s and a 500!

Renewing battle

Salisbury star Des Wolf will renew his battle with Ken Robas, of Bulawayo, whose 550 Triumph T110 was the fastest motor-cycle at the last meeting. And this strong field also includes other stars in Gary Hocking and Johnny Redman, who have done so well in the Union.

This 14-race meeting is organised along the same lines as the successful Mashonaland "100" meetings and should be quite as successful.

THE RHODESIA HERALD, SATURDAY, OCTOBER 5, 1957



MALCOLM GARDNER (above) who drove the D type Jaguar at the last Mashonaland "100" meeting, will be at the wheel of his Austin Healey at Belvedere tomorrow.