

figure 2.02_physical locality on a global scale. kyalami in relation to other grand prix circuits.

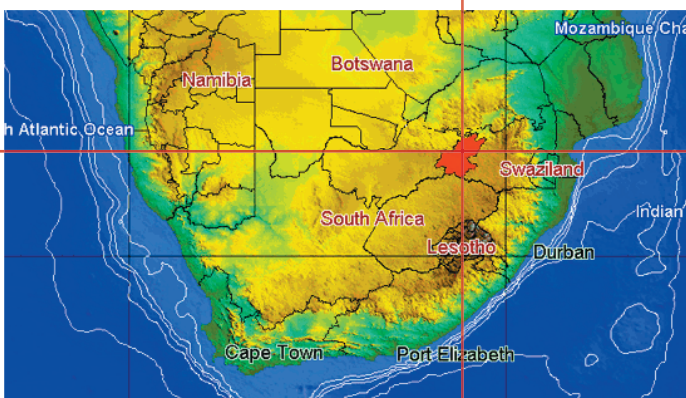


figure 2.03_physical locality on a national scale

Midrand is situated in South Africa's economic province, Gauteng, and is strategically placed halfway between the nations capital, Pretoria, to the north and its industrial powerhouse, Johannesburg, to the south. Midrand started off during the 1880's as a halfway resting point for the arduous journey many people had to make between Johannesburg and Pretoria and was aptly named Halfway House. Since those days Midrand has exploded into a thriving metropolis with an annual growth rate of over 20% and features amongst the Top Five South African Cities in terms of investment.

The climate for Midrand is characterized by the typical Highveld climate, a summer rainfall region: 60% sunlight during the summer, 80% sunlight during the winter. Average rainfall of between 600mm and 950mm per annum with moderate wind patterns out of the south-west. Average summer temperature range from highs of 25°C - 35°C to lows of 10°C - 15°C. Winter highs are mild and manageable of between 15°C - 20°C with the minimum falling to -5°C - 4°C overnight.

figure 2.04_physical locality on a provincial scale

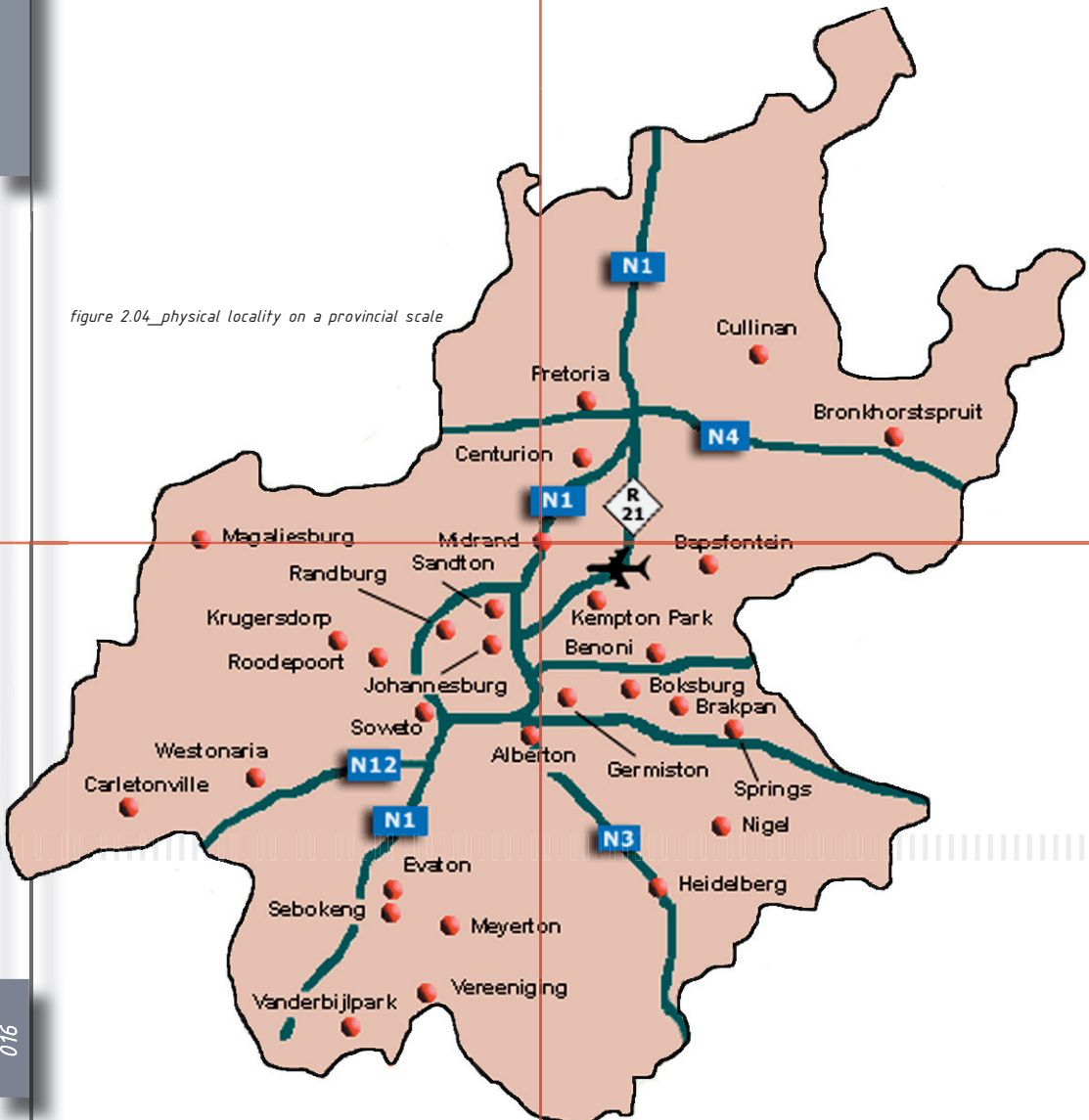
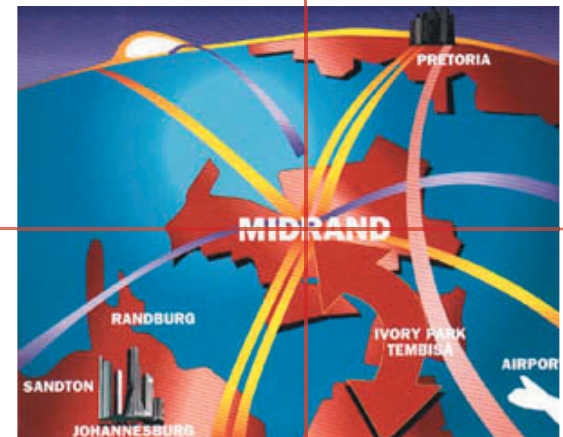


figure 2.05_midrand in relation to pretoria and johannesburg



Kyalami Grand Prix Circuit lies in the south-western region of Midrand, three kilometres from the Allandale road interchange of the N1 Highway at the intersection of Kyalami main road/R55 and Allandale road. Physical boundaries of the circuit are: Kyalami Business Park on the north, Kyalami Main road/R55 on the east, Leeukop Correctional Services, residential holdings and commercial activities to the south.







figure 2.07 aerial photograph showing kyalami as study area



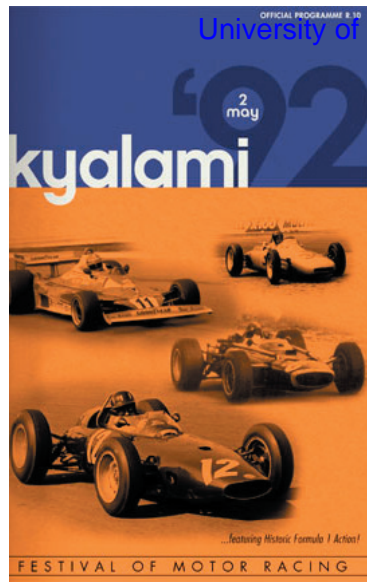


figure 2.08_cover of programme from 1992 SA Formula One grand Pretoria etd – Franco, KR (2005)

Kyalami Grand Prix Circuit

“In days gone by, Kyalami, South Africa’s Grand Prix Circuit, conjured up images of unlimited speed on the main straight, and cars slithering through the ensuing Crowthorne and Barbeque bends on the very limit of adhesion...”

(Concise Encyclopedia of Formula One.2003:73)

It is with no surprise that the word “Kyalami” is the Zulu word meaning “my home” (www.formulalibre.co.za) as the Kyalami Grand Prix Circuit has been the home of motor racing in South Africa for over four decades, staging its first event in December 1961 (www.kyalamiracing.co.za) and its first international Formula One grand prix in 1962, taking over from East London (Concise Encyclopedia of Formula One.2003:89).

Over the past 44 years, Kyalami Grand Prix Circuit has changed ownership several times (most recently the acquisition by a consortium of MJF Associates and Imperial Holdings from the Automobile Association of South Africa in 2004 [Kyalami sale revs up Motorsport.13 July 2004. www.imperialbank.co.za]), sold off a large portion of their land (Kyalami back on Track. Parks and Ground. January 1992:49), which is now Kyalami Business Park, and undergone major reconstructive surgery on a few occasions.

2004 heralded a new era in Kyalami’s existence, with major plans to improve on the presence and profitability of the circuit, through development of the areas trackside into a “multi-faceted motoring estate underpinned by the race track” (Tak Hiemstra. CEO of Imperial Holdings, quoted in *Kyalami’s sale a green flag for Motorsport*. 26 July 2004. www.joburg.org.za).

Mike Fogg, MD of MJF Associates, said that the development will be based on a four-fold business plan that includes:

- _attraction of foreign tourists
- _extension of motor racing activities
- _inclusion of the motor industry at the facility by giving them a reason to be there
- _development of a residential motoring estate

(Kyalami’s new owners see vroom! to grow.13 July 2004.www.businessreport.com)



figure 2.09_the evolution of kyalami grand prix circuit

figure 2.10_historic photo of kyalami’s main straight on race day



Motor Racing

The first official Grand Prix took place in Le Mans in 1906 which saw competitors running 12 laps of a 103km circuit over a space of two days. It was events like these, held under the designation of the Automobile Club de France, that created the emergence of the French pre-eminence in motor racing and the governing body of the sport to create its headquarters in France (Henry.1984:4). In South Africa things got off to an earlier start. Motor Racing was born in Cape Town on the 1st October 1900 at the Green Point athletics Stadium when a small field of competitors, only two, took part in a race that was to set the scenes of things to come for a long time after (Open letter by Ken MacLeod in Classic Car Africa. March 2005:50).

East London was the setting for the first-ever Grand Prix to take place outside of Europe and it was thanks to the motoring editor of the East London Daily Dispatch, Brud Bishop, that got the cars rolling. On the 27th October 1934 the "Grand Prix of South Africa" took place (Metcalf,J.Winning!2003/2004:122). International stars of the time came out for the race, 18 competitors in total, and crowds totalled 42000, setting a new record for a local sporting event (Metcalf,J.Winning!2003/2004:124). After the success of the first two grand prix in East London, the rest of the country wanted some motoring action, and as a result, circuits were built in Cape Town and Johannesburg. It was on the 31st January 1937 that the first Rand Grand Prix took place and the 4th South African Grand Prix on the 1st January 1938 (Metcalf,J.Winning!2003/2004:125).

The "Golden Years" of South African Motorsport were amazing times. Not anywhere else in the world was there so much pride and glory as there was in South Africa. During the period spanning from the early sixties to the early eighties, South Africa had three simultaneous national championships; a highly respected Driver's Championship based on Formula One; three national bike championships; up to four international Grand Prix races a year; as many as 18 national races around the country and the Springbok Series endurance events, which included the famous Kyalami 9-hour! Rob Emslie (The Golden Years.Winning!2003/2004:128) describes those times with much emotion "...these were vintage times...the birth of Formula Vee and then Formula Ford; world class racers emerging from the ranks in many classes; rallying was robust and rewarding; sponsors were enthusiastic and widely satisfied with their participation"



figure 2.11_Jody Scheckter in his McLaren F1 car

figure 2.12_vintage racing



figure 2.13_Formula One on the track



figure 2.14_all makes and models used to compete



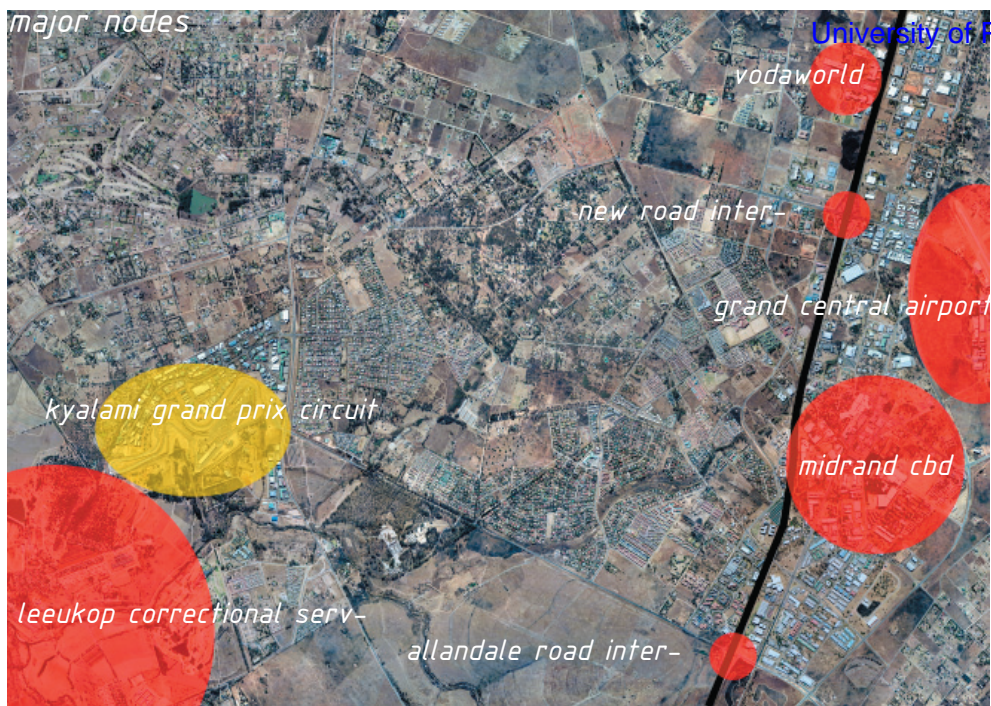


figure 2.15 _major nodes in midrand

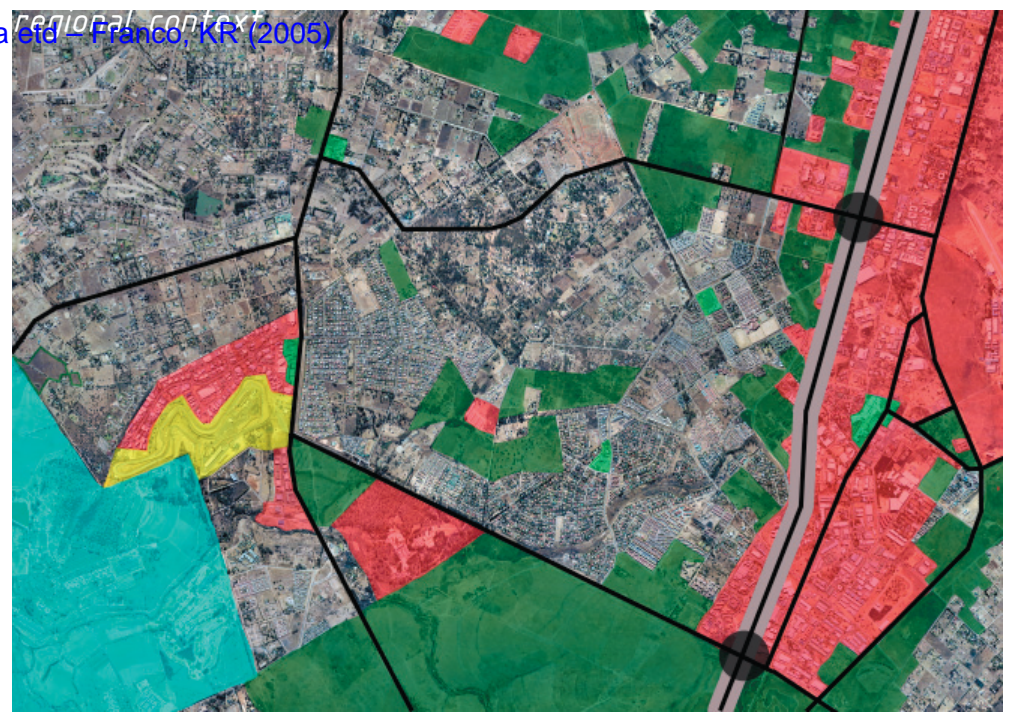


figure 2.17 _Land use in midrand

figure 2.16 _Land use around kyalami

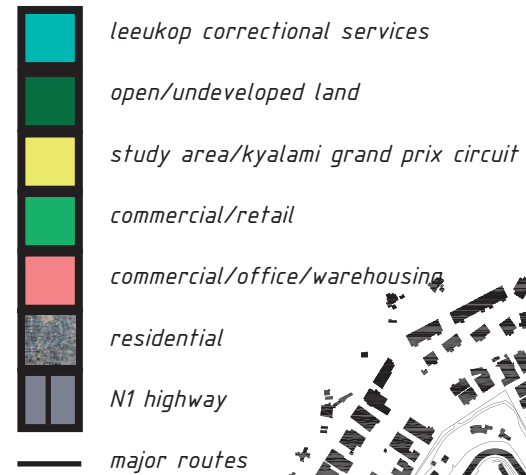
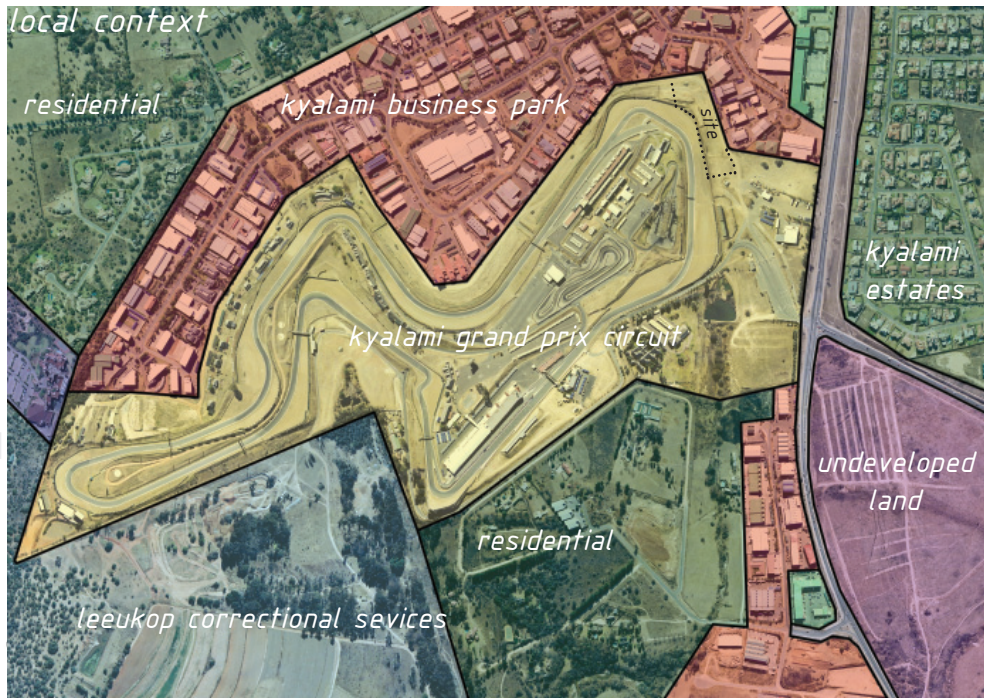


figure 2.18 _current figure ground of kyalami

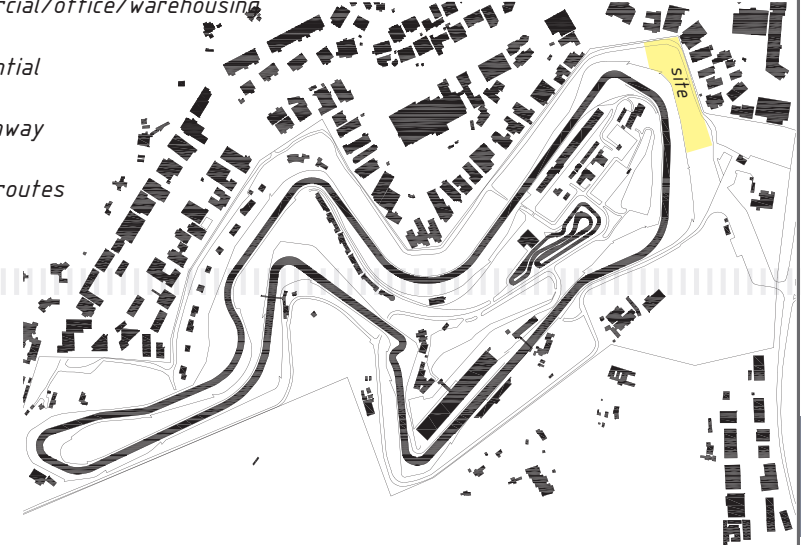
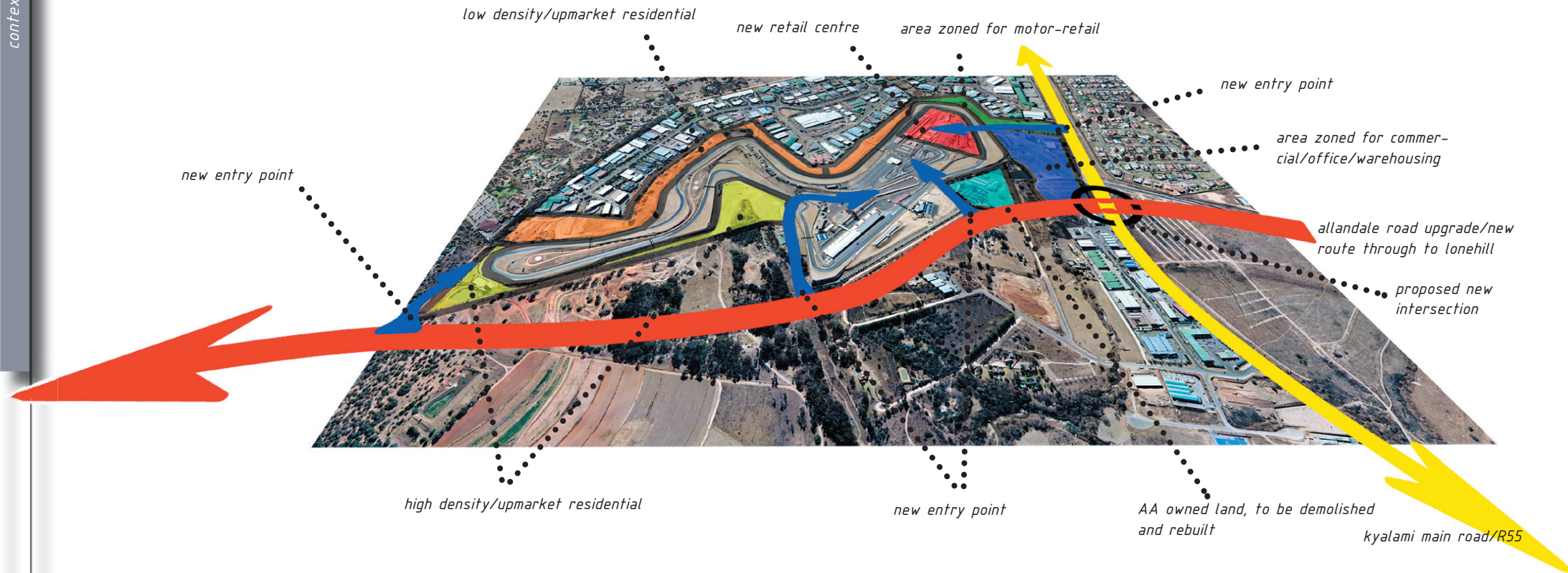


figure 2.19_proposed framework for kyalami



The Proposed Framework

In Kyalami Grand Prix Circuit's efforts to establish itself among the worlds' top circuit racing venues, they have worked in conjunction with Bentel Associates (an architecture and design company) to create a framework would be beneficial in securing the future of the track and motor racing in South Africa. In an interview with Robert Bray, senior architect on the project, he maintains that the proposal for Kyalami Grand Prix Circuit is one that will benefit them economically and establish it, again, as South Africa's premier circuit racing venue by giving it much needed international exposure.

The framework takes into account the extension of Allandale road through to Lonehill, alleviating much of the traffic congestion on the R55. This also provided them with an opportunity to enhance the accessibility of the circuit by creating three new entry points to the track from the south and moving the current main entrance more north, further away from the proposed new pass-over intersection at the junction of the R55 and Allandale road.

Within the property of Kyalami, there are five new proposed areas with differing functions. It is envisaged that the variety of functions created will ensure financial profitability, and hence the future, for the owners of Kyalami. The areas are defined in terms of the graphic presented above:

- _ the blue area is zoned for commercial/office/warehousing
- _ the green area is earmarked for a new motor retail "village" with the emphasis on the motor industry these, two areas will be split by the new main entrance to the track which also provides the access to the retail centre, shown here in red
- _ upmarket/low density residential units will be built in the orange area and upmarket/high density residential apartments will be built on the southern end, pictured here in yellow. The idea is to create a totally unique living experience for people who are passionate about motor racing
- _ the turquoise area is the land owned by the previous owners of Kyalami, the Automobile Association of South Africa, and existing structures on the site will be demolished and rebuilt.

It must be understood though, that the due to the sensitivity and volatility of the proposed framework (it is unknown to members of the public as to the exact future of the area around Kyalami), for the purposes of this dissertation it will be accepted that the framework is in place and all concerned parties are aware of the proposal.



figure 2.20_figure ground of current situation at kyalami

University of Pretoria etd – Franco, KR (2005)

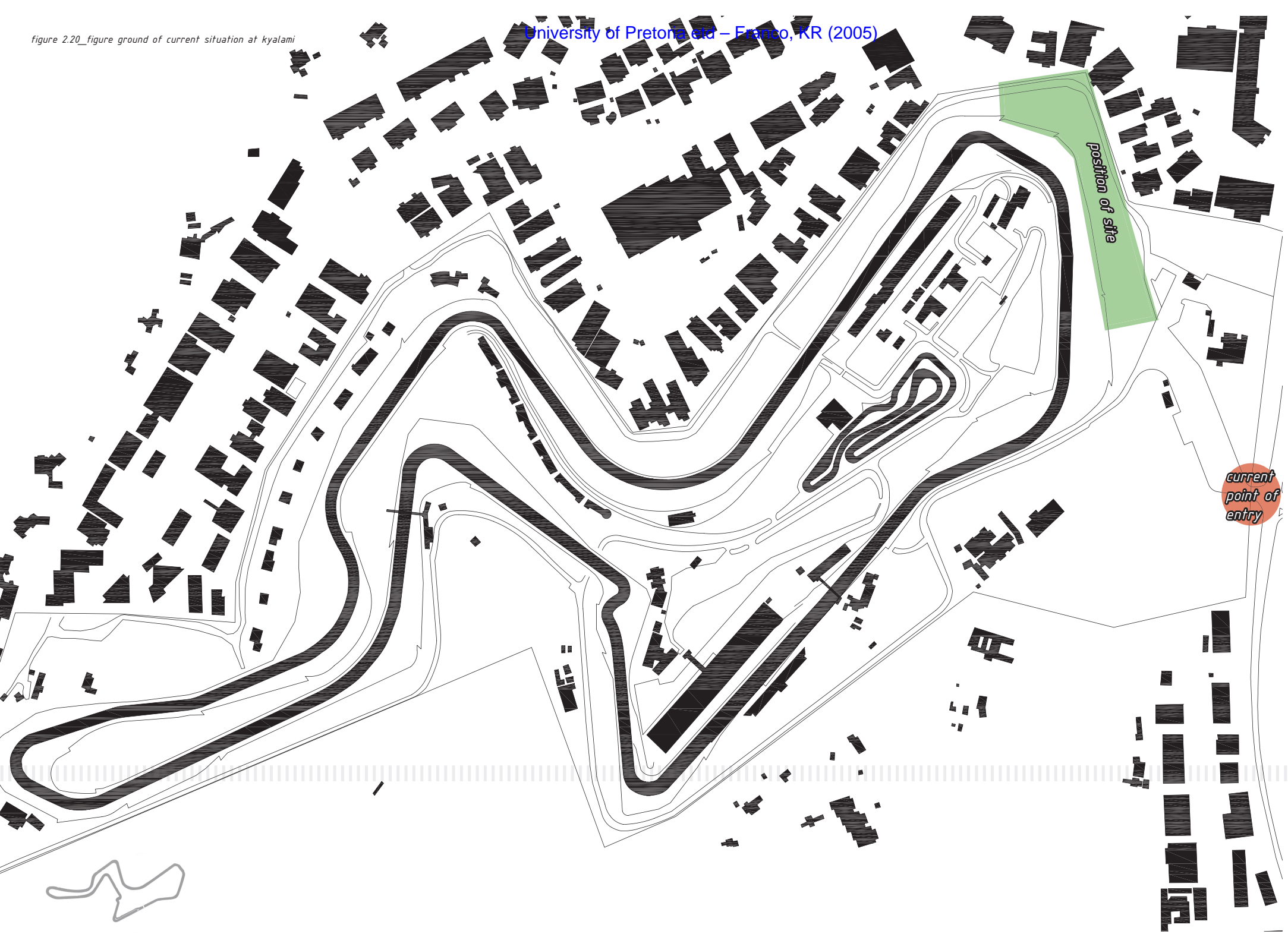


figure 2.21_portion of proposed framework at main entrance for kyalami

University of Pretoria end – Franco, KR (2005)

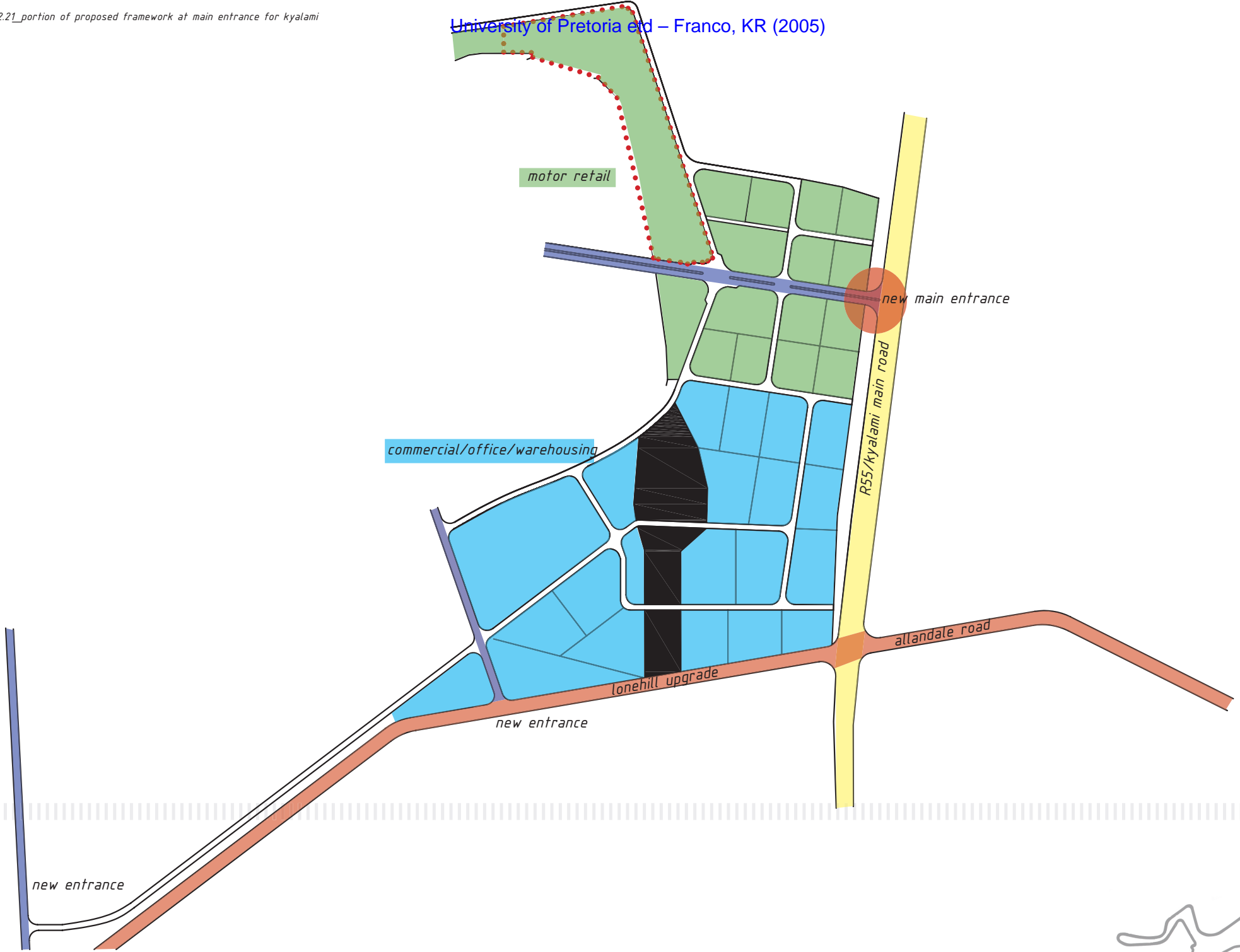


figure 2.22_aerial view of site with contour overlay - interval 1m

The project area is situated on the north-eastern corner of the site at an altitude of between 1474m and 1462m above sea level. In terms of the circuit itself, the chosen site is on an area amongst the highest points on the circuit and is bounded by the track on its western side and Kyalami Business Park on the eastern side. Two defined axis that establish themselves in context of the surroundings are the viewpoints to the Vodacom Straight and the Imperial sweep, both of which provide much action on race day. In terms of the proposed framework, the site falls into the motor retail section and ideally located to establish a link between the culture of motorsport and the culture of architecture.

The fall of the site is a gentle slope from the northern edge to the lowest point on the south. The total area for the site is 17481m².



figure 2.23_site position in terms of the framework

University of Pretoria etd – Franco, KR (2005)

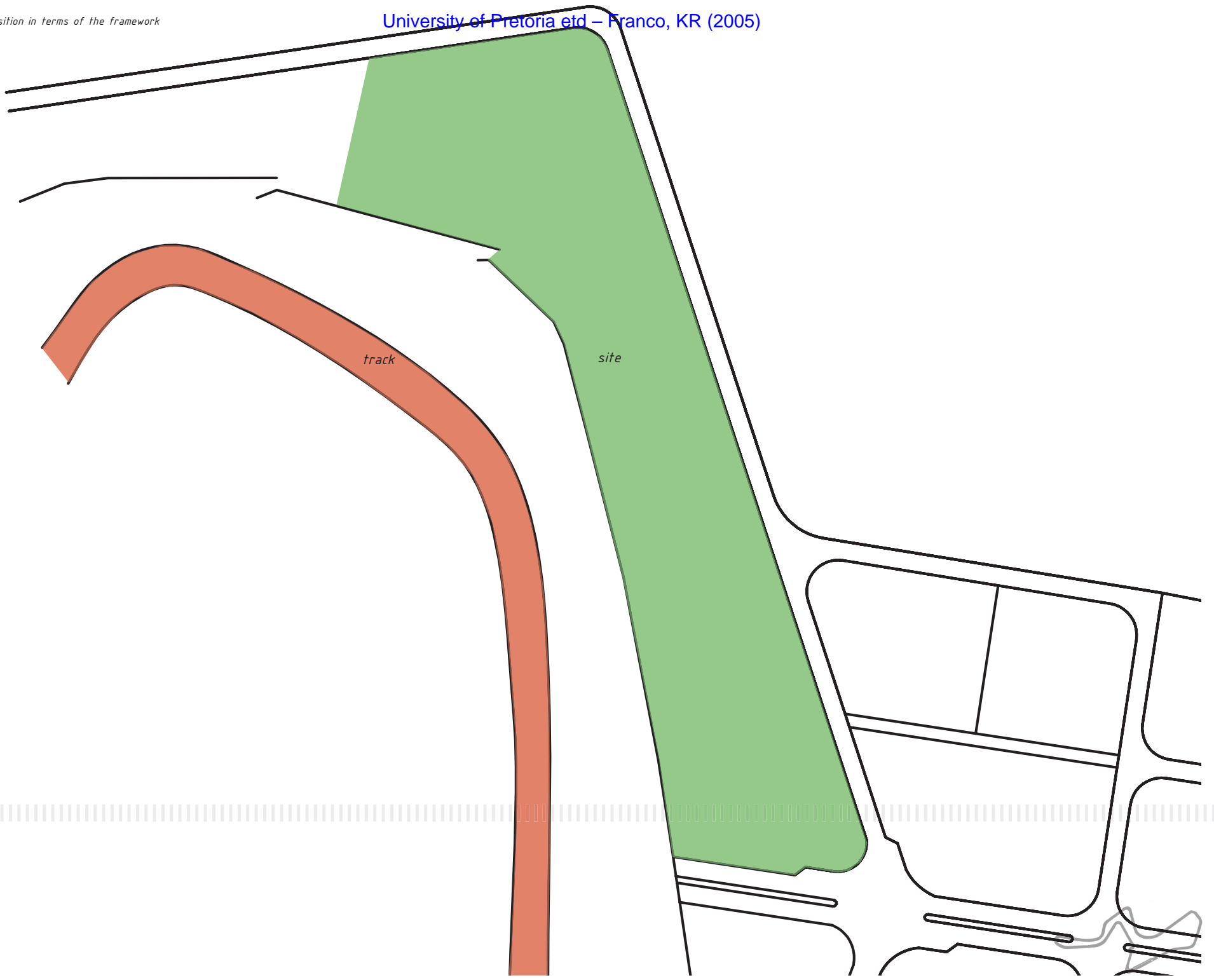




figure 2.24_ sketch of site from south west



figure 2.25_ sketch of site from south



figure 2.26_ sketch of site from northern point

figure 2.27_ sketch of site from west





figure 2.28_view (1) from the south looking up at the site



figure 2.29_view (3) from the west to the site



figure 2.31_view (2) from the south west to the site





figure 2.30_aerial photo of site with view points



figure 2.32_view (4) from the northern point looking down the site

