

Bob Olthoff – Racing Legend

Ken MacLeod talks to one of South Africa's greatest drivers



Rumbling thunder ... Bob Olthoff powers the Willment Ford Galaxie through Jukskei Sweep at Kyalami.

Bob Olthoff is a legend in South African motor racing – and with every good reason. He must rank very near the top of anyone's list of South Africa's greatest racing drivers, and probably at the top of any list of this country's most successful all-round racing drivers.

Fourth in the 1964 British Saloon Car Championship, perhaps then the toughest arena of this type of racing in the world, was just the peak of an international career in which he competed on equal terms with some of the biggest names in motor racing, whether in the saloon, sports car, GT or Formula Junior categories.

Then, of course there were South African Saloon and Sports Car championships, the South African Land Speed Record (officially the flying mile record) and a national sprint car record. Not to mention a F5000 single-seater title and successful second career in off-road racing.

All of which led to him scoring 140 wins, almost half of them outright wins, out of more than 230 top-three placings – surely a record that few South Africans can match. Throw in his air rallying career and you get 145 wins out of 250 top-three placings.

His achievements led to him being one of only four South Africans at the time to become members of the exclusive British Racing Drivers' Club, a signal honour as membership is by invitation only. The others were Pat Fairfield, Tony Maggs and Paddy Driver. Rhodesians John Love and Sam Tingle were also members.

At home, Bob's achievements were crowned with the award of Springbok colours, which he wears with pride, although more recently only at official motor sport functions. He feels this award has become somewhat cheapened since it has been awarded for lesser achievements than international competition.

Bob raced overseas as a proud South African and wore a South African flag painted on the side of his helmet, whether participating in Britain, Europe or the United States.

Although he had not won a major race in South Africa by the time he went overseas in mid-1960, it was obvious he had something because his name cropped up regularly in results at the wheel of his beautiful MGA Twin Cam.

His baptism in motor racing had come long before then, at Snell Parade in Durban in fact,

when he watched the likes of Basil Beall in the ERA in action. His first car was a 1933 MG J2, which he bought in 1955 for 25 pounds while in his last year at Krugersdorp High School and, with the help of friends, restored in double-quick time. "We were young and very enthusiastic," he explains.

The J2 was replaced by a Citroen Light 15 the following year. While watching the Rand GP meeting at Palmietfontein in March 1956, he decided that if others could race such cars, so could he. He made his racing debut in the Citroen in 1957, with a third in the production and sports car handicap at the Union Day meeting at Grand Central circuit his best result.

The Citroen proved to be a very nice car with good handling. There was only one drawback: as there was no synchro on first gear, one had to double-declutch to engage it. But that was only really necessary at Palmietfontein, where there were some hairpin bends.

The Citroen, which was also his road car, made way in 1958, for racing purposes, for a home-built Cooper-inspired Norton Special that made liberal use of Fiat parts. The acquisition proved to be a mixed blessing. The car's constructor had fitted copper brake pipes which hardened as a result of vibration from the Norton motor, causing them to break. The result was that Bob failed to finish in any of the half-dozen races in which he drove the car.

So what was the blessing? During the 1958 season, he happened to be racing at Roy Hesketh circuit. The rear brakes broke in practice and the front brakes followed suit in the race, just as he was approaching that tricky hairpin known as The Link. Bob duly went straight on, into very long grass. All the commentator at the corner could see for some time was the grass moving! Then Bob stood up and the commentator was able to assure everyone that he was okay.



Bob Olthoff after his saloon car win at East London in December 1963.

"Afterwards," Bob relates, "the late Des North said to me 'Please don't come back here with that car! I told him I had ordered an MGA Twin Cam!'"

As fate, or luck, would have it, McCarthy sales manager Noel Horsfield was standing right behind them at the time and overheard the conversation. The pre-war motorcycle star and then current Springbok Olympic yachtsman clearly saw something about the 21-year-old because he moved Bob's name from 10th on the order list to the top!

Thus Bob acquired the first MGA Twin Cam to come off the South African production line (Horsfield had the first in this country but it was imported) and went on to show the Durban man's assessment of him had been absolutely correct. The car was fitted with SU carbs, but they were soon replaced with sidedraught Webers.

First time out in the car, at the Easter meeting at Roy Hesketh, he and Harry Peirce finished fifth overall and third in class in the South African Six Hour race. He went on to win both the Union Day and Rand Winter Trophy races at Grand Central on handicap. He had already showed what was to come on the round-the-houses circuit at Lourenco Marques, winning the GT car race outright ahead of South African champion Ian Fraser-Jones in the Porsche Carrera by simply being faster than South Africa's top driver.

He won the Boxing Day Handicap race at Grand Central, but it was again at Roy Hesketh that his career took another twist. Practice for the Fairfield Formule Libre race (in which he went on to finish sixth on handicap) had been wet, yet Bob equalled Tony Maggs' lap times in the Tojeiro Jaguar!

Tony Maggs and Bobby were chatting in Tony's tow car (his father's Bentley) when the up-and-coming star said to Bob: "You should go and race overseas. You're wasting your time here." Bob told him there was no way he could do so. "Then find a way!" was the response.

Bob found a way. He and his fiancée, Rauten Hartman's daughter, Elena, decided to get married and go overseas. But they told wedding guests they wanted money instead of presents.

Not long afterwards Bob, like any good MG



Bob Olthoff at the top of Paddock Hill at Brands Hatch. Note the MGA's green and gold livery and the Krugersdorp registration number.



enthusiast, decided to visit the MG factory at Abingdon, joining managing director John Thornley for tea in his office afterwards. By the end of the visit, Bob had been offered, and accepted, a job at the factory. By this time the couple's money had run out and they were waiting for some money that Bob's father had wired to them.

However, before they could go to Abingdon, there was one little problem to overcome – their bills at the Overseas Visitors Club in London. He wired the MD to explain they had no money to get to Abingdon, whereupon Thornley wired them enough money to pay their bills and their fare to the village. At Abingdon, Bob prepared test cars for the press, exhibits for motor shows and rebuilt the cars in the museum, including MG Number 1 and a 1928 MG saloon car. He also did a lot of test driving, particularly on the prototype MGB.

Like everyone else at the time, Bob started off in club racing, finishing second in the MGA race at the MG Club's annual meeting at Silverstone. He used Michelin tyres instead of the Dunlops used by everyone else, who all thought he was daft. But Bobby had an explanation. He had been racing on them for a year and, besides, he did not have money for Dunlops! The MG factory took pity on him and supplied him with Dunlops which he loaded into the Twin Cam – two in the boot and two in the front – and drove to meetings where he fitted the tyres, raced, then refitted the Michelins and drove back home.

A sixth overall in the Autosport GT car race at Snetterton was followed by a third in the Marque race at a British Automobile Racing Club (BARC) club meeting at Goodwood. Then Bob achieved what was probably a first for a South African by taking part in a Boxing Day meeting at Brands Hatch. It was so cold that, with just an aero screen for protection, he almost got frostbite on his nose while driving the Twin Cam to the meeting. Before the start of the meeting, the marshals had to clear snow off the track – and this was a fun meeting! Despite distinctly alien racing conditions (for a South African), he was fourth overall and second in class in the GT and production sports car race.

Progress in racing at this stage was solely on merit and one's entry was accepted on the basis of results achieved. Although he had had some success in club racing, he had not yet had an entry accepted for a bigger



Bob Olthoff in the MGA Twin-Cam at the Clubmans Championship at Silverstone in 1961. The class lap record Bob set that day stood for years.

Leston's Lotus Elite.

To complete what must have been a very satisfactory first full season overseas, he finished third overall in the Autosport Championship for GT cars.

He finally drove in the Sebring 12 Hour race early in 1962, sharing an MGA 1600 aimed at the American market with Whitmore to take sixth in class.

Once again by fate or luck, his career took another twist. It so happened that millionaire toilet paper manufacturer David Dixon – "You've got to make money at both ends", he joked – and owner of Ecurie Chiltern used to have his cars prepared at Abingdon, which housed the BMC Competitions Department.

Dixon took a liking to the South African and offered him a drive at Le Mans in his famous Austin-Healey 3000 (DD 300). Bob decided to have a trial run under racing conditions first and finished third in class in a GT car race at Oulton Park. He also had an outing in Dixon's Mini Cooper S, getting a second in class in a saloon car race at Snetterton.

But Bob was not entirely happy with DD300, which was an ex-works rally car. For one thing the steering rack was designed for rallying and, as a result, the steering wheel required too many turns in corners. He altered this and also changed the fitting of the tramprods from above the back axle to below – and the car was perfect.

Bob knew from his previous year's experience that the pistons would never stand up to being run at maximum revs down the four-mile-long Mulsanne straight at Le Mans and recommended that forged pistons be fitted. But the pistons only arrived 10 days after the race!

He and Whitmore put up an excellent performance, holding seventh place at one point before they retired after 18 hours while in ninth place and first British car on the road – an important factor in those days. True to Bob's expectations, two pistons holed and although they ran on five cylinders for a while, a serious oil leak put them out. The Mulsanne straight had taken its toll, but not before the car had been timed at 155 mph on it, making it officially the world's fastest Austin-Healey.

Bob consolidated his growing reputation by scoring his first major win – overall and class victory in the famous Leinster Trophy Formule Libre handicap race at Dunboyne at 88,24



Bob pushing hard in the Formula Junior Brabham BMC which he later sold to Frank Williams. Pictures courtesy of Bob Olthoff

meeting. At about this time, he wrote to Autosport claiming a record for having his entries for bigger meetings rejected – six in all – and suggested it might be because he did not go drinking in certain clubs.

Club racing in Britain was professionally run and there were some very good drivers. However, Bob found the atmosphere among drivers totally different to that in South Africa. Here there was a definite class distinction, with the top drivers not associating with the drivers lower down the field. In fact, one top driver did not talk to him until he beat him in a scratch race. In contrast, drivers overseas, from the Grand Prix stars downwards, formed a closeknit unit because of their common interest in motor racing and their common awareness of the dangers involved.

The letter to Autosport must have had some effect because his entries began to be accepted. However, it was probably because he worked at the MG factory that he was named reserve driver for the BMC MGA team to compete in the Sebring 12 Hour race early in 1961. Despite all his hopes, nobody fell ill, so he was an interested spectator!

His first win looked on the cards when he led a Marque scratch race at a BARC Members' meeting at Goodwood, but he was sidelined with engine trouble. Nevertheless, he took a second in a handicap race.

Then came his first big meeting – the Nurburgring 1000 km race with John Whitmore as co-driver. They drove down to the circuit in Whitmore's father's Land Rover a week before the event and spent that week learning what Bob came to regard as his favourite circuit because it was so challenging. The Land Rover would go very quickly downhill, so they learnt a great deal about those sections of the course, but would crawl uphill, so learnt nothing about those!

They finished 27th overall and seventh in class, but had no hope against the Porsche Abarths with their four-choke engines, aluminium bodies and German drivers who knew the circuit better than their own backyards. In a race held in rain, snow and sun, they finished six laps behind the winning "Birdcage" Maserati Tipo 61 of Masten Gregory and Lloyd Cassner.

Bob was entered as co-driver to American Ted Lund in the latter's Twin Cam for the Le Mans 24 Hour, but Lund blew the motor within

the first half-hour. So Bob's next drive was in the Gold Flake Trophy at Phoenix Park in Dublin. He finished sixth overall, but had the immense satisfaction of proving his car was the world's fastest MG Twin Cam when it was timed at 148 mph down the long straight.

Third in the Holmpatrick Trophy Formula Libre handicap race at Dunboyne in Northern Ireland, a class third in the Autosport GT car race at Snetterton and a second in a Marque sports car race at Crystal Palace were a prelude to his first success in a significant race – the Snetterton Three Hour race. He finished fifth overall and second in class, sharing fastest lap with Dickie Stoop's Porsche Carrera.

That elusive first win came in a Marque race at a Goodwood Members meeting and more success followed at the first Clubmans Championship to be staged, on the Silverstone GP circuit, and at the Brands Hatch Boxing Day meeting. At the former meeting, he finished fifth overall in the GT and production sports car race and established a lap record for the 1301-1600cc category that stood for years. At the Boxing Day meeting, he fought a losing battle for the lead with Les



The Ecurie Chiltern Austin-Healey 3000 in the paddock at Le Mans in 1962, when it was clocked at 155 mph on the Mulsanne Straight. It is now raced in British historic events by John Chatham.



Bob Olthoff in the Willment Ford Cortina GT (no 67) in close-quarters action in the British Saloon Car Championship in 1964. He finished fourth in the series.

mph to add his name to a long list of winners, including that of Mike Hawthorn, who won in his famed much modified 1100cc Riley Sprite in 1951.

Shortly before Le Mans, Bob had become the first private owner of a Formula Junior Brabham, to which he had to fit a BMC engine as he was still employed by BMC. Best placing was third at Snetterton, where, back in the MG Twin Cam, he also scored a third overall and a class win in the GT race.

He also took the Brabham to fourth places at Snetterton and Kirkistown, fifth at Silverstone and Brands Hatch, seventh at Goodwood and eighth at Zandvoort and ended his season with a second and fifth in the Brabham at the Clubmans Championships at Silverstone. He later sold the car to a certain Frank Williams, who thus made his acquaintance with single-seaters.

Race officials and marshals at British and European circuits were dedicated enthusiasts who did a very good job. But at Zandvoort and Monza, crowd control was handled by the local policemen, who were extremely officious – to the point where, if a driver's car broke down and he was walking back along the circuit to the pits, he would be summarily thrown off the circuit if he did not have the right pass, despite carrying a helmet and wearing racing overalls. One policeman at the Dutch circuit felt Bob's punching power and found that he was also extremely quick on two legs as well as on four wheels. Bob was not the only one to express his annoyance in this summary manner. Colin Chapman and Jim Clark were others to react to such provocation.

Dixon readily agreed to Bob bringing the Austin-Healey back home for the summer season. He shared the car with Tony Maggs in the first international Nine Hour race at Kyalami, the pair finishing second behind David Piper and Bruce Johnstone in Piper's Ferrari GTO.

Bob won overall and in class in the GT car race at Kyalami and took second at Westmead and at the Top Star Hillclimb. He finished behind Dawie Gous (Porsche Spyder RSK) again in the Two Hour race at Roy Hesketh but, in a stunning upset, both were behind Brausch Niemann in his incredible Lotus Seven Ford.

Bob's performances in DD300 had attracted the attention of Donald and Geoffrey Healey and, as a result, the latter invited him to drive a prototype Austin-Healey 3000 in the Sebring 12 Hour race with American Ronnie Bucknam. As the car was a prototype, they had to enter in the Prototype class in which they were up against the mighty Ferrari Ps and their team of GP drivers. Nevertheless, they finished 12th overall and fourth in class.

Then came a return to his favourite circuit with a 4.7-litre Lola Ford GT coupe as co-driver to Tony Maggs for the Nurburgring 1000 km race. It was the first time Bob had handled V8 power and he found the car frightening at first. Moreover, the science of aerodynamics in motor racing was still in its infancy so the car had little in the way of aerodynamics, with very interesting results.

The main straight at Nurburgring has two humpbacked bridges over roads running underneath and were taken at 205-210 miles an hour. The tail of the car would hang in the air, above the level of the hedges on either side of the road, for some distance while the driver sat blipping the throttle until the tail came down to earth again! Occasionally he would have to apply opposite lock in mid-air while doing this if there was a crosswind.

Team manager Eric Broadley was a little nervous about Bob driving at first, and his nervousness reached an intensity on Bob's first lap when a scheduled eight-minute lap took 20 minutes because the Colotti gearbox, which operated with cables, had jammed in second.

The car ran well before being delayed after a rear wheel worked loose and damaged the driving pins, necessitating a lengthy pit stop to replace both. Then it continued, running well and in the words of a report "sounded glorious" until it retired with distributor drive problems. It looked as though Bob would drive the car (the forerunner of the beautiful Ford GT40) at Le Mans, but Broadley was contracted to the Midlands Racing Partnership and their drivers flatly refused to allow a "stranger" to drive the car.

A "stranger" after almost three years in Britain? Well yes, because South Africa had become a republic and of course had left the Commonwealth. As a result, when he and Maggs left Britain, their passports were

stamped with a 10-day entry visa on their return, so the pair went to the Home Office and obtained residence permits. Incidentally, this was the only political problem Bob experienced while racing overseas as a South African.

Bob accepted an offer to share a works prototype 1100cc Austin-Healey Sprite at Le Mans with Whitmore. "It was a beautiful little car and I wrote it off!" says Bob today, with undisguised regret and sadness in his voice. Shortly before the 10-hour mark in the race, Bob negotiated the notorious White House corner in clear conditions. On the next lap he arrived to find the corner covered in a belt of mist. The power output of the Sprite was such that one had to keep one's foot firmly planted down in the corner to maintain revs along the following straight past the pits and on to the next corner.

So Bob kept his foot down, misjudged the corner, spun at 130 mph and was hit by a following Ferrari. The car, as said, was written off and so, almost, was Bob. He suffered a broken collarbone, shoulder and foot and fractured his skull because, he says, he was wearing an inferior helmet. "We didn't think our heads were worth a lot of money in those days," he says.

Nevertheless, as he points out, he had been extremely lucky, being only the second driver in the long history of Le Mans to survive a crash at the corner. British MG driver Dick Jacobs had been the first. Incidentally, it was at this corner that Pat Fairfield was killed in a Fraser-Nash BMW in the 1937 race.

A wealthy Midland industrialist, GR Dawes, and his wife, who flew to all the races, made their private aircraft available to fly Bob to London. The Jaguar team had retired by then and team manager Lofty England was also on the plane. He radioed ahead to get the Jaguar team's ambulance to Heathrow airport and rush Bob to St. Mary's Hospital.

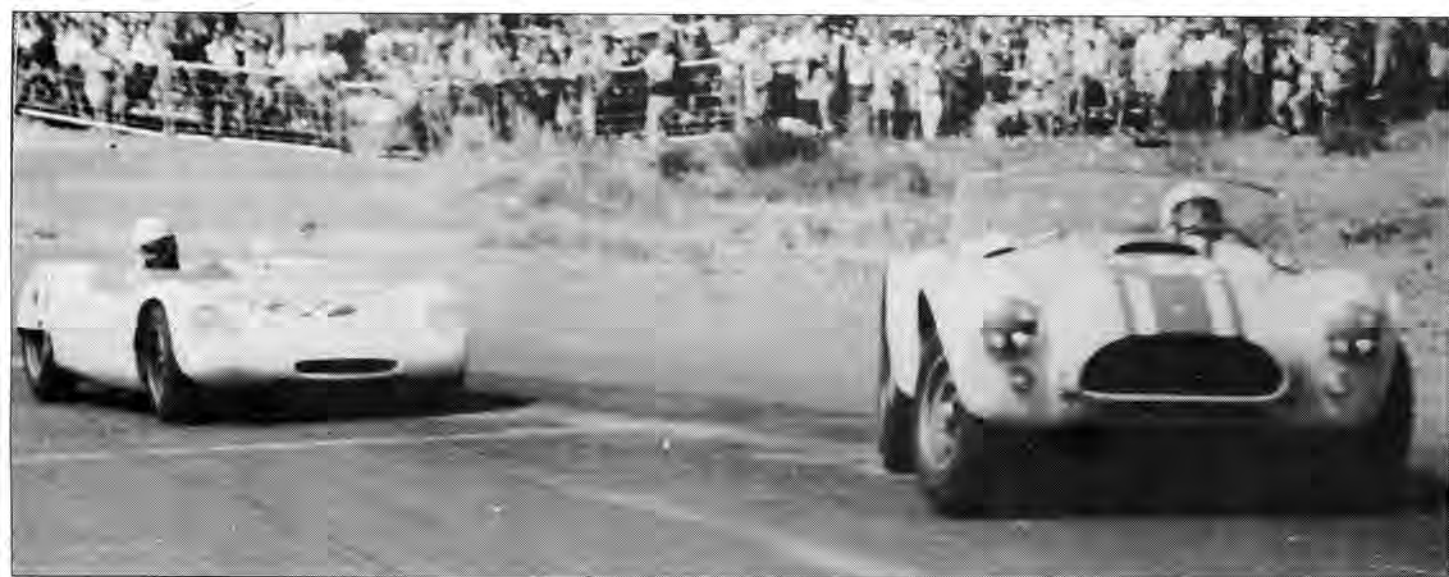
Not long afterwards, Bob received a phone call from Jeff Uren enquiring about his health. Bob said he was "okay" and Uren invited him to Silverstone for trials with the John Willment team, along with five other drivers. Bob was consistently the second fastest – behind Jack Sears, who had driven the cars before – and he was invited to join the team.

Bob had class wins in saloon-car races at Silverstone and Brands Hatch before scoring another important win. Ford decided to contest the Marlboro 12 Hour saloon-car race at the Marlboro circuit in Maryland, about 50km from Washington DC, sending three Cortina GTs, two Falcons and a Cortina for the race on the one-mile circuit that included a half-mile oval track, with the road circuit forming an extension of this.

Volvo had dominated the race in previous years, but Ford ended this domination in devastating style. The Cortina GTs led at the end of every lap, swapping places between themselves all the way, before Bob and teammate Jack Sears took first on distance, in class and on index of performance after completing a record 381 laps.

So confident had Volvo been of winning that the local Volvo dealer had offered a silver dollar to the leader of each lap. Bob made his collection of silver dollars into a belt which he gave to his wife. The Ford team manager's happiness was complete when, for the first time, motor racing made the pages of the two big Washington newspapers, the Washington Daily Mail and the Washington Post.

Shortly before this, Dan Gurney had raced a



Hairy stuff! ... Bob gets the AC Cobra's tail out as he fends off Adrian Pheiffer's Lotus 23 at Killarney in January 1965.

Chevrolet Impala at Silverstone. Team owner John Willment decided he, too, should have a big American V8 and acquired the 7-litre Ford Galaxie Coupe with which the team and similarly equipped teams successfully challenged the Jaguar domination of saloon car racing in Britain.

Jaguar didn't enjoy this at all. Bob clearly remembers sitting on the start line on one occasion with his eyes watering profusely from nitro-methane fumes coming from a Jaguar in front of him. At a saloon car race at Brands Hatch, Bob had planted his Cortina GT on the front row of the grid between the Jaguars of Bruce McLaren and Graham Hill. The flag dropped and they proceeded to sideswipe him all the way up the starting straight with the result that he was unable to get out of his car afterwards!

The Galaxie, later to become so well known in South Africa, was fitted with an engine prepared by Holman and Moody developing 480 bhp. It weighed 4 000lbs (1 800kg) and was aimed primarily at American Nascar events.

Bob followed up his Marlboro success with an outright win in the Galaxie in a One-Hour touring car race at Brands Hatch. He led from the start until challenged by Roy Salvadori in the disc-braked Ford Galaxie (Bob's had drums). Salvadori seemed set to win until he retired with a broken throttle linkage. Bob continued to lead comfortably – until the exhaust tunnel came adrift. However, it did not drop further and he won at 80,05 mph.

Despite a brief season in saloon cars, he tied for seventh place overall in the British Saloon Car Championship with Mini Cooper S driver Christabel Carlisle.

Bob also enjoyed outings in the Willment team's AC Cobra, finishing third in class in a GT car race at Snetterton. The Cobra was as hairy to drive as it looked. It was fitted with transverse leaf springs at the back which affected the car's camber. As a result, as Frank Gardner once remarked, "it was accurate to within three yards!" The Cobra had incredible acceleration and could match the Ferraris up to 150 mph, after which the Italian cars left it behind. Nevertheless, Bob and the other Willment drivers mastered Carrol Shelby's creation with considerable success.

Back in South Africa, Bob and Gardner were second on distance and won their class in the Nine Hour race at Kyalami. Bob then went on to take overall honours in the saloon car race

at East London in the team's Lotus Cortina, with considerable assistance from Australian Paul Hawkins in the Galaxie. The Lotus Cortina had not had a happy time in Southern Africa, where it was the main thrust of Ford's marketing policy, and the order came from Dagenham – the Lotus Cortina has to win. The strategy was for Bob to go out in front and for Hawkins to keep the Lotus Cortinas of Koos Swanepoel and Basil van Rooyen at bay. This he did admirably, with Swanepoel retiring rather than "damage his car". Hawkins even forgot team orders and tried to pass Bob on the inside of Beacon Bend on the last lap, but lost the car and Bob beat him to the line.

"Elize (Swanepoel) wanted to scratch my eyes out afterwards and there was dark mutterings of revenge at Killarney," recalls Bob "They had a pre-race party and we decided to go along. We walked in and there was a deathly silence. I said 'We've come to have a drink' and everything was okay. In fact, the Swanepoels are very good friends of ours now."

Bob found the Cobra too much of a handful at Killarney and had to be content with third place behind Gous (Porsche Spyder RSK) and Adrian Pheiffer (Lotus 23).

Then it was back overseas for 1964 and a season of 52 races that proved to be his swansong in international racing. Bob signed with Willment, Britain's biggest Ford outlet, on the understanding that Jim Clark had to win in the works Lotus Cortina.

"Not that I could have beaten him, anyway," he says. "I was three mph faster on the straight on one occasion and he was still a second quicker in practice!"

Bob won his class at the controversial opening meeting at Snetterton, run in what were described as "arctic" conditions, when several cars were excluded for infringing the regulations, including Jack Brabham's Alan Brown-entered Ford Galaxie and Clark's Lotus Cortina. Bob went on to get a class third at Silverstone behind Peter Arundell and Clark, all three in Lotus Cortinas, and a class win and second overall at Aintree, sharing fastest lap with Jack Sears' Galaxie.

Then came the Whitsun meeting at Goodwood, where he took the Cortina GT to an outright saloon car win, leading for all but two laps when he was passed briefly by "Doc" Merfield in his 4.7-litre Cortina-Fairlane, at 86,01 mph. He led the main event, the Whitsun Trophy Sports and GT car race, for

the first six laps in the Cobra but the car's front-engined layout could not match Salvadori's midships-engined Cooper Maserati on the corners. Hugh Dibley's Brabham Climax also got past, but Bob was third.

Then followed by a class third in the Nurburging 1000 km, sharing the AC Cobra with Hawkins, but Bob's race was not without drama. He pulled off early when the engine caught fire and the car suffered constant tyre-wear problems as the treads rubbed against the bodywork. A class third in a saloon car race at Crystal Palace in the Cortina GT was followed by retirement with ignition trouble in the Cobra while leading the Limburg GP at Zolder, but not before he had set a GT class record that still stands because of a subsequent change in the regulations.

He led for most of the Town Hall Cup Touring Car race at Cascais, Portugal, in a dice with Sears in another Lotus Cortina, but stopped on the final lap, allowing the British driver to lead him past the chequered flag. Then he added a class second in a saloon car race at Brands Hatch behind Clark.

Carrol Shelby had decided to build a Daytona Coupe version of the Cobra for the British market, models being built in the US and Italy and one by AC in Britain. The last-named became famous for a 200 mph run up the M1 Motorway in an aerodynamics test! Willment wanted to build their own version, but initially Shelby was reluctant and refused to supply them with drawings of the car. Eventually he agreed, the drawings being on the back of the proverbial cigarette box, and two ex-Aston Martin coachbuilders, a father and son, built the car for them.

Thus was born the Willment Cobra Coupe, which for the aforementioned reason did not look the same as the other cars. No matter, it took Bob to fifth overall and a class third in the Tourist Trophy at Goodwood. A second place behind Clark in another Lotus Cortina at Oulton Park saw him clinch fourth place in the British Saloon Car Championship. 1962 winner John Love was the only other driver from south of the Zambezi to have featured in this series.

Bob ended what proved to be his final season in overseas racing by scoring an outright win in a GT car race at Brands Hatch in the AC Cobra.

To be continued