

engine from the old side-valve Anglia to the overhead-valve one, and the brakes from drum to discs off the new Cortina, but never had to change very much between races. Not that we could have,' admits the Capetonian, 'since I did not have any money, and neither did Willie nor Bob!'

After impressing in an old Peugeot, Gough was offered the works-supported Dart from Willie and Bob – 'always in that old lumber jacket of his' – for 1963. 'I never thought that we could use a lowly Class E Dart to win the championship, but this we did with their support which not only kept me going, but ahead of the opposition'. This led to Gough's Lotus Cortina drive which progressed into the famous series of Meissner Escorts and numerous laurels, including the hard-fought 1969 SA Saloon Car Championship.

After his return to South Africa in 1961 to start the Flamingo project, Bob raced in single-seaters for Ted Lanfear in his Lotus 18 and Lotus 21, including participating in the 1961 SA Grand Prix in East London, finishing ninth.



**Bob van Niekerk, Lotus-Ford 21, Daily Dispatch Trophy, 29 December 1962.  
(Courtesy Bob van Niekerk/Frank Hoal Collection)**

Denis Joubert remembers Van Niekerk as a 'top-notch driver', yet Bob considered himself 'to have been more of a long-distance driver and hill-climber than a sprinter. I also enjoyed doing a lot of rallies. He participated in two nine-hour events, one at Grand Central in 1960 and the other in 1961 at Kyalami, the latter sharing a Peugeot with Bobby Olthoff. 'Willie Meissner did the cam on the Peugeot, but we always had a problem with the diff. It was a worm-drive which made it difficult to lock. I tried to lock it by pouring lead into the drive, but this resulted in the car breaking the half-shafts. Eventually I had to build my own limited-slip diff.'