Bob Holden – the man who won't give up

By Paul Watson

Bob Holden is a legend of Australian motor sport and a hero of Peugeot lovers. But his success was won only through a combination of self-motivation and persistence.

Bob was born in 1932 at Notting Hill and lived at Oakleigh, near the Dandenong Road-Ferntree Gully Road intersection. As a child he had multiple medical problems, including the debilitating poliomyelitis, which all but crippled him.

Walking with the aid of sticks was painful and his gait was ungainly. So he spent a lot of time reading.

"My mother used to go to the library and get books for me to read. When I had gone through the books from A to Z she joined another library and I went through that. So I read everything and anything and I developed my own speed-reading system. I learned about things that other people did, like people-handling, good things, bad things, mechanical things."

At school Bob was a good student and when he was 13 he was invited to take an entrance exam for a technical course. He was successful and enrolled in civil engineering at Frankston Tech in Melbourne's south.

When the boy next door got a pushbike, Bob decided that he would learn to ride. Because parental permission was not forthcoming, he persuaded his friend next door to leave the bike propped up against the fence that divided the properties. When he was supposed to be in bed asleep, Bob crept out of the house, stacked some boxes against the fence and climbed over, dropping onto the bike.

Night after night he spent hours learning to ride, until he became quite proficient and was able to demonstrate that he could become more mobile with a bike of his own. "I would go out to [the very long and steep] Wheelers Hill, where there was a bypass road so farmers could get up the hill in their old trucks. I would ride down the hill, then ride up as far as I could, then, because I couldn't get off the bike, I'd turn back and go up the bypass road, then go home. Eventually I got to the stage where I could reach the top of Wheelers Hill.

Bob chases Len Lukey and an FJ Holden at Phillip Island, 1957. Bob Holden collection

"My first road race, would you believe, was up Wheelers Hill, and I was the only one who could get to the top." He used to ride his bike to tech, 25 miles (40km) each way.

Then Bob's competitive streak really took over and he started entering races all over Victoria, improving bit by bit until he was winning. "My nearly-next-door neighbour Bobby Dalton and I used to race together. My mother used to follow us and bring us home with our bikes."

Bob won many long-distance races, including the Melbourne-Heyfield and the Colac-Warrnambool.

But when Bob was 16 the boys were invited to compete in Adelaide, Bob's mum was not interested in an interstate drive. "She'd take us to Mildura, but not to Adelaide.

"So I bought this Austin A40 panel van and had it delivered to home, because I couldn't drive a car. I started to teach myself at night, driving around the block.

"Our place in Oakleigh was right next to the police station and courthouse and the old sergeant spotted me driving and said, 'We're going to have to do something about this. I've got a sort of a permit for you, using your funny feet as an excuse, as long as you stay within a certain block'. On my 17th birthday he called me in and told me he'd organised a licence for me.

"The first time I ever competed in a motor car was not an organised event against other drivers. I can't remember which club it was. They called it a pre-Christmas club run to Phillip Island, and it ended up with a hillclimb in the sand dunes, on my 17th birthday in 1949, the first day that I was officially allowed to drive a motor car and that's how it started."

Bob's last bike race was along the Great Ocean Road, where the wind was so strong that several competitors, including Bob himself, were blown into a drain. Bob injured his knees, which made it painful to ride.

So the Austin A40 van was replaced with an MG TC, but that car was not without its challenges. "Harry Firth was Mr MG in those days and I took every MG for sale in Melbourne for him to check them out. I'd get one grunt and that would mean 'no'. Then the Head brothers in Murrumbeena, who used to race Rileys, had a car that they'd stripped down to the chassis to rebuild for a guy that died and they gave it to me for next to nothing. They loaded it into the back of a truck and dumped it in my backyard.

"So I joined the Australian Motor Sports Club and there were lots of young kids at university who needed somewhere to work on their cars. So I'd let them work on their cars at my place and in the meantime they could teach me how to put this pile of junk together. Twelve months later I was getting paid to fix their cars."

Bob used the MG for hillclimbs and other events with the Australian Motor Sports Club. "I didn't do gymkhanas because I'm not a natural driver. I didn't want to know about them. To me they were not the way to go because I'd taught myself to drive in my own funny little way. I can't even to this day do heeling-and-toeing and that sort of stuff. It doesn't happen for me."

Bob competes in a hillclimb, driving lights and all. Bob Holden collection

Bob's course at Frankston Tech led to him working at the Frankston Shire's drawing office, doing their engineering work. "That gave me entree to the SEC [State Electricity Commission] drawing office, where I worked with Geoff Strachan." (Geoff was a keen PCCV member and followed Bob's career closely, compiling five scrapbooks of pictures, newspaper articles and race programs.)

Bob started delivering cars between Melbourne and Adelaide for two brothers who were car dealers and was given a 203 that was worn out after years of doing the Alice Springs-Kapunda mail run.
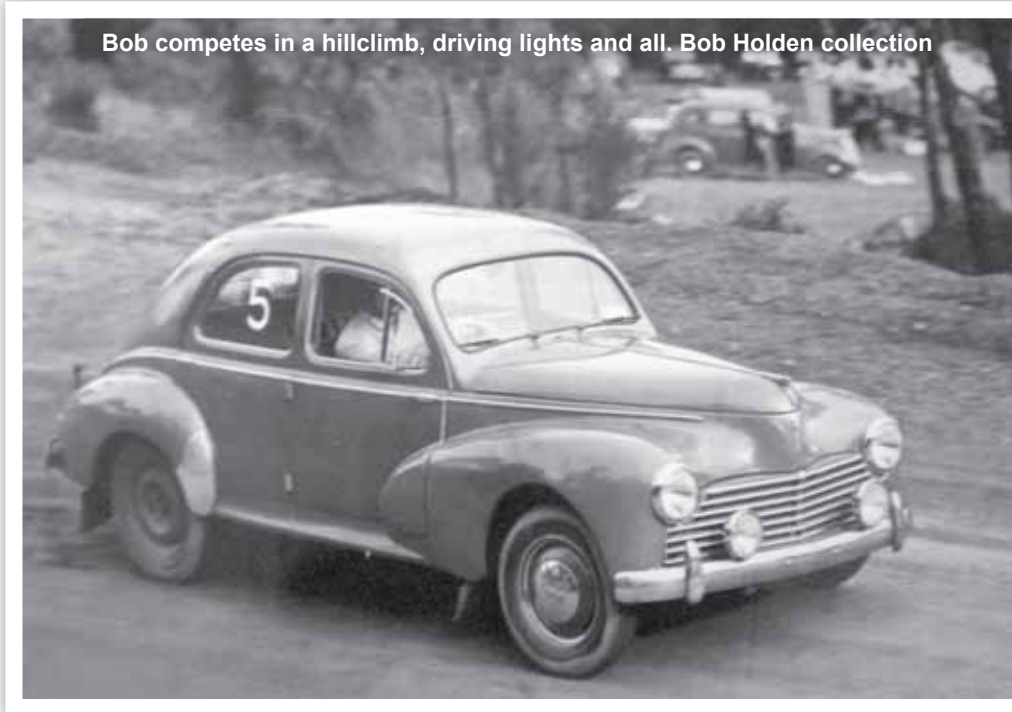
The car was the first of several 203s that Bob used as road cars during the week and raced on the weekends. They featured multiple carburettors, reworked cylinder heads and extractors, sometimes a supercharger as well.

In an effort to find more speed from his car, Bob wrote to Peugeot in France in September 1955, asking for advice and hints on what the European 203 owners were doing to their race cars.

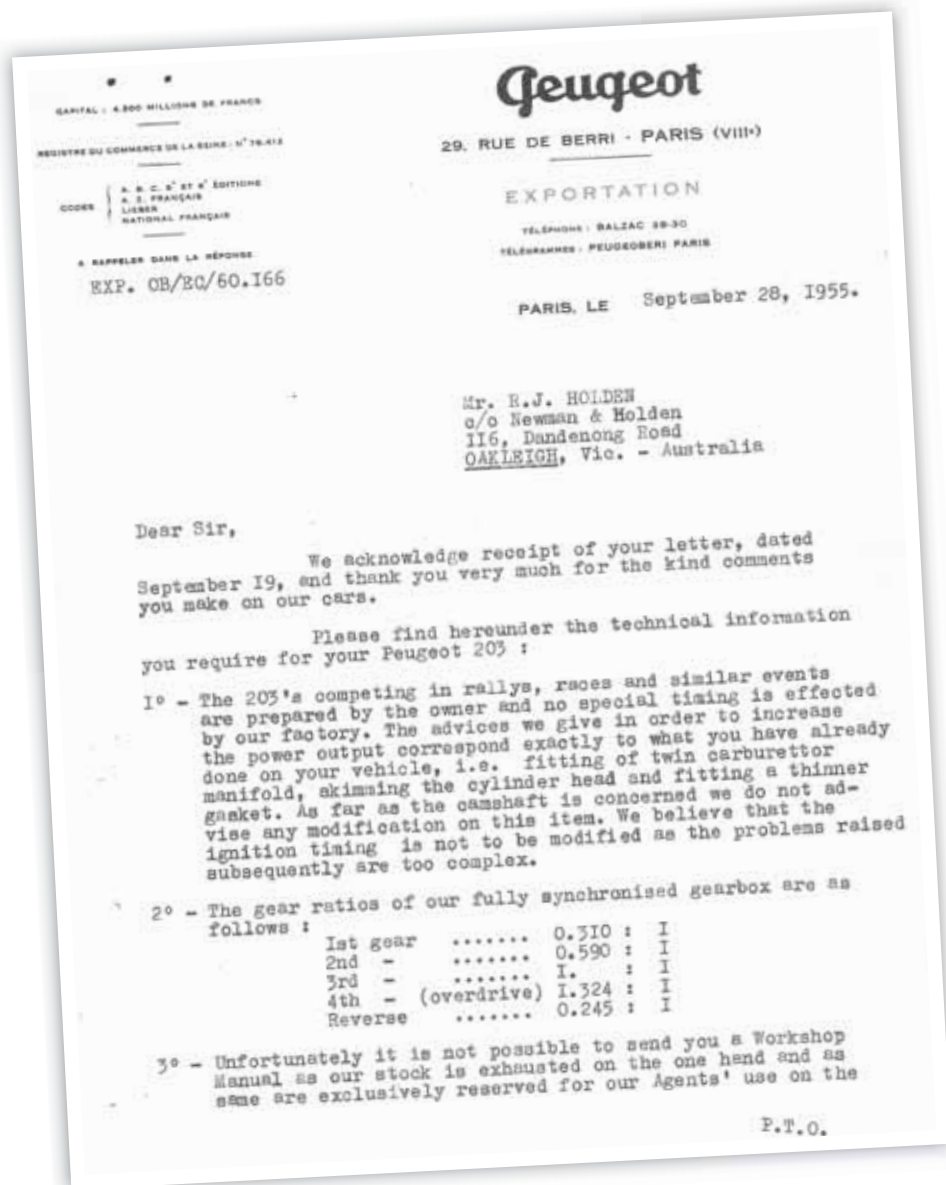Peugeot replied that the modifications Bob had made were exactly what was required. Peugeot also informed Bob that 403 sleeves and pistons could not be fitted to a 203 block, but they did send him a brochure on the newly released 403.

Bob joined the PCCV on 28 October 1955. He also belonged to the PCCNSW, but the early club records have been lost.

In March 1956, Bob was at it again, telling Peugeot in France about his recent track successes and asking for a complete factory manual. Peugeot offered congratulations for the good results, and this time they did send a "condensed copy of our workshop manual. Nevertheless, we kindly request you to keep this information confidential as if it would become known in Australia we should be overfludded with requests for such booklets". Peugeot

also gave Bob the address of the makers of the Constantin supercharger, which was a popular after-market fitting to 203s and 403s in France.

In October 1956, Bob entered his 1498cc 203 in the NSW Road Racing Championship at Bathurst. He came home second, behind the Holden of Leo Geoghegan. Later in the meet, he entered a sedan and sports car handicap race, taking fifth place. The race was won by David McKay (Simca), with Bill Cooke (403) second and Norm Saville (203) unplaced.

Bob's cars were always competitive. An article in the local Oakleigh newspaper in 1957 said Bob had "entered all major hill climbs and road races in Victoria, NSW and South Australia in the last two years and drove in the Western Australian Grand Prix meeting. He won the Australian Motor Sports Club Invitation Trial and holds hillclimb records won at Hepburn Springs in May this year and Templestowe in March this year. He has class wins at Rob Roy and Collingrove. He won the saloon car championship at Port Wakefield at Easter last year and won classes at Albert Park, Fishermen's Bend, Phillip Island, Bathurst and Orange."

Bob said: "I see from looking in my scrapbooks that there was one race at Phillip Island [Monday January 28, 1957] where I finished second to Stan Jones [father of Formula One champion Alan Jones] who drove a Holden. The same thing happened at Fishermen's Bend. There were times when we raced at Fishermen's Bend on Friday and Saturday, drove all Sunday night, raced at Port Wakefield or Collingrove hillclimb on the Monday and were back at work in Melbourne on the Tuesday morning."

On one occasion Bob drove thirty-six-and-a-half hours, non-stop, to a race meeting at Caversham, near Perth, "a fantastic race track, probably one of the best". He then came home in the same time, towing a trailer. "Ed Steed used to be a photographer in Melbourne and raced Holdens. I didn't tow a trailer over, but Ed did. He blew his Holden up and had to truck it home, so he asked me to take his wooden trailer home. We made up a towbar using the 203's jacking points and loaded the trailer up with about 12 four-gallon drums of petrol. By the time we got to Port Augusta all the petrol had been used and all I had left was a drawbar and two wheels and an axle. The rest had disintegrated.

"I arrived back in St Kilda about three o'clock in the morning and said, 'Ed, what do you want me to do with this, um, trailer?' He said, 'Oh it's not mine, it belongs to one of my mates. Here's his address, park it in his front yard and disappear quick!' I never heard of the outcome and I was never game to ask."

Bob chases a 2½ litre Riley during the 1957 Touring Car Trophy, Albert Park.
Bob Holden collection

In 1957, when Bob was racing his 403, he took a job with Repco in the engineering shop. Then he moved to the research department with Charlie Dean and the famous Phil Irving.

"Phil Irving had developed the crossflow head, which was based on Peugeot's design. The Holden that they tested the head on was raced by Stan Jones. In between times I used to drive it as the test car with ordinary stuff on it. There might be three different sorts of pistons. We even developed a power steering system on it. It was way ahead of its time.

"When a race meeting came along they'd take the car from me. One time I was at a hillclimb at Broken Hill, of all places. On the same weekend there were the quarter-mile sprints at Geelong [where Stan Jones was to appear]. There had been a lot of rain up north and it was wet that weekend too, and there had been a bridge washaway earlier in the week that we had to divert around going up. Anyway, coming back someone had knocked the barriers down and I came down at a hundred miles an hour, as you did in the middle of the night, and sailed straight into the bank on the opposite side and the back of the car looked like it would fall off. Anyway we got it going again and got home.

"When I got into work on the Monday morning everyone was looking dark and glum. I said, 'What's wrong with all you guys? You look like the world's going to end'."

Charlie Dean explained that on the Friday afternoon, C.G McGrath, the chairman of Repco, had come into the research division with some American visitors to show them his test car, and was furious when he found that it had been prepared for Jones to race at Geelong. Racing was banned on the spot.

"So Charlie told me to forget the broken Peugeot and buy myself a Holden so I could use the Repco head and other racing parts." Thus began Bob's relationship with a black Holden FE, registered number GSY307, which had been used as a taxi in Beechworth.

In October 1957, Bob's 1498cc 403 again appeared at Bathurst, placed third in the handicap section of the NSW Championship for Touring Cars, in which Bill Cooke's car of similar capacity was placed fifth. At the same meeting, Bob's car 403 placed fifth in a sedan and sports car handicap. Again, Bill Cooke was in the race but does not figure in the results.

In 1959 Bob moved to Sydney, opening Killara Motor Garage on June 1, thus incurring provisional tax for that financial year, which took five or six years to pay off. One of his employees was the young Keith Pascal, who became well known to Peugeot enthusiasts in Sydney's northern suburbs.

Bob had several open-wheeler Peugeots, the most famous being the Lynx Peugeot, initially fitted with a 403 engine and later with a 404 motor which he thinks might have been provided by Peugeot. "I must have got it from somewhere. I obviously didn't steal it because there weren't any to steal." The Lynx was later successfully campaigned on the circuit by Colin Bond, who also won several NSW Hillclimb Championships. There was a Lolita as well.

"The Lynx was the best one of all of them. I've even got a picture somewhere of Bruce McLaren driving it," Bob said.

"Phil Chittock helped me build the car. He used to work for Lynx Engineering. I heard that he had been killed in a plane crash in Papua New Guinea. Then, at Phillip Island this year I was walking through the pits and this guy says, 'Bob Holden, you know a mate of mine'. And it turns out that Phil's living in Queensland. He came back from New Guinea and he's been working on the Gold Coast."

In the 1970s Bob had a Peugeot workshop at Pymble, where Keith Pascal was the head mechanic, and another workshop at Manly Vale, where he did development work on Escorts and, later, Corollas.

In his Peugeot days Bob was always on the lookout for race meetings. "From mid-1955 to 1958 there were about 180 weekends. In that time I had

44 race meetings, 49 hillclimbs, a couple of round-Australia trials, plus rallies and everything else. "How did I do it? I suppose I was dedicated to my own foolishness I think. But for 63 years I've done it all, I don't regret a minute of it and I'm still here.

"A guy has been commissioned to do a book on my life. I really don't know why, because I've done a lot but I haven't done anything, if you know what I mean." Well, he won Bathurst. "I've been lucky enough to have a few number ones on the board, but because I've always done it with no money, and always with baby cars, you don't get a lot of coverage.

"The main reason why I stayed with little cars in over 60 years of racing is that I was able to do it because I haven't got myself into trouble by spending stupid money and doing things I can't afford. I always worked on the basis that I never committed myself to anything I couldn't pay for. Sixty-three years is a fair time. I'll be 80 at the end of the year [2012], by the way.

"I've done 34 or 35 Bathursts and I've seen three of four cars taken off the grid beside me, being repossessed off the grid. If that's not getting super-stupid then I don't know what is.

"This is my 63rd or 64th year of competing. I'm still racing in Escorts and Corollas and things in the Group A and Group C Bathurst-style cars. At Phillip Island a while ago I had three of my Escorts down there. I looked at the qualifying list and there were all the big, fat quick cars and then the slower big cars and we were in the middle. I got the three of us in one heat, just the three of us together, and we changed places every lap, all the way, and we even got a mention in Auto Action, which is unusual, because of the fact that we'd put on a little show. I rang the clerk of the course, Mike Holloway, afterwards and I said to him, 'How did you like the little show we put on?' And he said, 'Was that a show? I thought they were fair dinkum'."

Bob's name features prominently in the results of the Australian Touring Car Championships, dating back to 1961. In 1963 his 403 was second in its class in the ATCC.

The 1966 Bathurst 1000 victory in a Mini Cooper S he shared with Rauno Aaltonen was a high point in Bob's career. He said that Aaltonen has been a good friend ever since and they keep in touch. The win gave Bob eighth place in the Australian Touring Car Championship that year.

A switch to Escorts in 1970 was fruitful. Bob was fourth in the ATCC in 1972, 1973 and 1974, claiming third place in 1975.

Bob appeared at the 1970 Easter meeting, this time in an Escort entered by Alto Ford of Gordon, not far from his Killara Motor Garage. In a strong field he brought the Escort home in ninth place and first in the 1501-2000cc class of the Hardie Ferodo Trophy Race for improved touring cars. Allan Moffatt won the race, ahead of Bob Jane, both in Mustangs. In a similar race later in the program, Bob again won his class, placing eighth overall. The winner was Norm Beechey in a Monaro.

In 1971, the Escort took fifth place in a race for improved touring cars, won by Ian Geoghegan in a Mustang. And in 1972 the Escort was third in its class in two touring car races that also featured the Torana XU1 and the Falcon GTHO. In 1972, he ran a Brabham BT36 Ford in the Australian Formula 2 Championship.

The last year covered by John Medley's book Bathurst: Cradle of Australian Motor Racing is 1973 and in the production touring car scratch race Bob's fourth placing was commendable, as his opponents included Peter Brock (first, in an XU1) and John Goss (third, in a Falcon coupe). The Escort also won its class. At the same meeting, Bob was ninth outright and first in his class in the Myer (Bathurst) Trophy Race. And that 1973 meeting included

Bob Holden in his Ford Escort. Bob Holden collection.

Bob Holden in his workshop, 2012

the Victa Vintage & Historic scratch race, in which Rob Rowe entered the Nota Peugeot of 1486cc, but did not manage to finish.

And in 1982, Bob's Escort RS2000 was placed second in both the ATCC and the Australian Endurance Championship. In 1986, Bob drove a Toyota Sprinter to third place in the Australian Two Litre Touring Championship.

Bob has also raced an FJ Holden, a Datsun 1000, VW 1500, a Toyota Celica, a Yaris, a BMW 318i and a Falcon XW GTHO, among other cars.

Since his Peugeot days, when there was no factory support, he has stuck to the principle of only racing cars that have factory development and support.

In 1983 he had entered an Escort at Bathurst and on the day after entries closed the race secretary rang and said, "I don't want your Escort." The car was getting old and was slower than most other entries. But Bob managed to qualify, blowing up several engines in the process, and after starting 55th on the grid, finished the race in 15th place. "When you drive little cars you've got a different mind frame about everything you do.

"I'm planning to be down for the V8s meeting at Sandown. They're supposed to be putting on a race for us. Whether I get a run in that I don't know, but I'll try.

"A few Peugeot Club people might remember one meeting at Sandown, they asked me to come down on the Thursday or Friday for their club meeting at the Hawthorn Town Hall. I do quite a few of those club things and I generally get the MC to ask me questions to get me going, then throw me to the mob and get them to ask me questions because I can't stand the way some people get up and waffle on about things that they've done – I can't be bothered with that. When somebody asks me a question it's like pressing a button and memories come back.

"I still remember the meeting at Hawthorn because someone asked about a 403 I drove in the Alpine Rally in the 1950s. He had been on controls and there were three cars with control officials and they would hop, step and jump to get ahead of the field. And he said he couldn't understand why the handling of my car was so different from anything he had ever seen before. It came back to me like a flash. On the way out to Noojee I came over one of those railway crossings and broke the shafts inside the rear lever-arm shock absorbers, which meant the car still worked but had no shock absorbers, so you can imagine what a yo-yo it was. I forgot about the rally for a minute and wondered how I was going to drive it home.

"I pulled into a timber yard and said, 'Have you got something heavy I could borrow for a few hours so I can get myself back home?' They gave me some sections of bulldozer track. We weighed it later and it was three pounds over a hundredweight (50kg). It sat down well on the springs and I drove it round the yard and it felt so good that I said 'Bugger it, we're on our way' and I think we actually finished second to Harry Firth 1000 miles later."

Bob entered the 1956 and '57 Mobilgas Rallies without success but in the Volkswagen-dominated 1958 Mobilgas Rally, he and Mat Walton won their class and, according to Garry Barker writing in the Herald, the 403 "came home looking almost brand new".

The event was mired in controversy when the route was changed to include a detour in Western Australia through swamps, creeks and sandhills. The problem came when the cars reached Jurien Bay, north of Perth. "We had been one of the first cars into Perth but they reversed the starting order for the first 10 cars and when we got to Jurien Bay the tidal creek had come up. A tribe of Volkswagens had got through but by the time we got there you couldn't get through. We had only lost about three points up to that stage. The Police Motor Sports Club from Melbourne had a really good Zephyr and they parked their car across the track [on the other side] until we got everyone

Bob's 1958 Mobilgas Trial 403. Bob Holden collection

In a sedan car race at the Easter 1959 meeting, Bob's Holden again outran the Peugeots and came home first in class and second outright, behind the Jag of David McKay. Ken Brigden was 10th and Norm Saville 13th. But in a similar race later in the program, Bob's FE did not finish, although the Pugs of Brigden, Cooke, Saville and Williams did.

In a touring cars event the Bathurst meeting over Easter 1961, Bob's Holden came home second, behind Ian Geoghegan's Jag and well ahead of the Peugeots of Bill Cooke and K. Watts. The final event on the program was an invitation Holden race and again Bob was placed second, behind Brian Muir. At the October 1961 meeting, Bob and Albert Bridge were second in their class in the touring car event, behind Ken Brigden but ahead of K. Watts. All were in 403s, although the Brigden car had a capacity of 1550cc.

It should be noted here that Martin Faithfull had some success driving a 203 at Bathurst meetings over several years.

With various co-drivers, Bob ran 403s in the first two Armstrong 500 races, at Phillip Island, and a 404 in the 1963 event, at Bathurst.

In an open-wheeler event at Bathurst at Easter 1962 Bob's Lynx set the fastest lap time for cars under 1500cc and recorded the second-fastest ¼ time (after the Dalro Jaguar) but did not rate a mention in the results. The race was dominated by Formula Junior cars, which were obviously in a different league. More or less the same thing happened in a later event at the same meeting, with the Lynx setting the fastest lap for cars under 1500cc but not figuring in the results.

In the next event at the Easter 1962 meeting, a touring car handicap, Bob drove a Studebaker Lark entered by Allan Mah and took second place behind the Killara Motor Garage Simca of Martin Faithfull. The field of 34 cars also included Norm Saville, Bill Cooke and Ken Brigden, who were unplaced.

In the 1962 Bathurst Six-Hour Classic, Bob's 403 was placed fifth in its class.

A year later the Lynx Peugeot was entered in a scratch race for racing cars up to 1500cc and Bob came home sixth, 39 seconds behind Ian Geoghegan in a Lotus 27 Ford, which claimed the fastest lap at a speed of 141.73mph. A. Ferguson was entered in a 1460cc Elfin Peugeot, but did not figure in the results.

The two Peugeot open-wheelers were also entered in the Mount Panorama 1500 Scratch Race but Bob's car retired and the Elfin is not mentioned in

through the creek. Then I took off from the back and kept all the controls open until we got to Darwin, non-stop. The trial was going to be cancelled but Mobilgas decided to keep going because they had a big contract with Volkswagen."

Bob's 403 was 18th outright and another, driven by J. and R. Perkins, was 21st. Two famous Peugeot drivers chose Skodas for that event: Ken Tubman was placed 12th and Norm Saville was 24th.

VWs were first and second and filled six of the first 10 places, but the public was losing interest in round-Australia trials and this was to be the last until the Ampol Trial of 1964. Bob drove one of six 404s in that event, coming home 36th, but ahead of "Gelignite" Jack Murray in a similar car.

In October 1958, Bob entered the Repco Holden FE in two races at the Bathurst meeting, taking third place in a sedan car scratch race (which also involved the Peugeots of Keith Williams, Ken Brigden and Norm Saville), but he did not figure in the results of the 10-lap sedan car handicap, where Keith Williams won his class in a 403, leaving Norm and Ken in his wake.

the results. And there was no joy for A. Ferguson in the Formula Libre race either; the Elfin was entered but didn't even figure on the starting grid.

At Easter 1965 Event 2 was the Australian 1½ litre Formula Cars, B Pugh drove a Cooper Peugeot entered by Nocturne Equipment and was place 18th outright in a big field. It was eighth in its class. Later in the same meet B. Pugh entered the Australian 1½ Litre Championship but does not appear in the results. The race was won by Bib Stillwell in a Brabham. But the interest for us is in the Racing and Sports Car Scratch Race, where Colin Bond entered the Lynx Peugeot and Graham Shaw entered a 1300cc Cooper Peugeot. Neither car appears in the results.

In 1966, Colin Bond won the race for sports cars and racing cars outright in the Lynx Peugeot, almost a minute ahead of second placed Brian Lear in a Milano GT. (Brian Lear is the current owner of the Elfin Peugeot.)

At the same meeting, Bob Holden drove a Morris Cooper S for BMC in the series production touring and sports car racing cars (closed), coming in third, behind the Alfa of Kevin Bartlett and a Cortina GT. He also won his class. The same field started in the touring scratch race and again won his class, coming home fifth outright.

In the next event, Colin Bond again took outright first in the Lynx Peugeot, listed as 1622cc and entered by Sydney Speed Shop

In 1967, Bob and Colin Bond shared a Cooper S in the touring car scratch race, placing second behind the Broadspeed GTS Mini of Laurie Stewart. In the next event, a racing and sports car scratch race, Colin Bond took the Lynx Peugeot to eighth place. The race was dominated by Repco Brabhams.

A racing car scratch race at the 1967 meet, D. and C. Barker entered a Barker Peugeot, which seems to have sunk without trace.

Bob finished the meet with an eighth placing in a touring car scratch race won by the Mustang of Bob Jane.

By Easter 1968, the only Peugeot to be found at Bathurst was Graham Shaw's 2813cc 203, which was second in its class and 19th outright in a touring car scratch race won by Ian Geoghegan in a Mustang. Malcolm Bailey took an Elfin Peugeot to seventh place in the Bathurst Gold Star Trophy race (won by a Repco Brabham) and Peter Ulbrich entered two races in the Lynx Peugeot, although he didn't start in either.

In 1969, Bob was driving the 1310cc Lolita MkII, entered by Lolita Automobile Developments, in the Mount Panorama Trophy race. He came home twelfth in a large field.

In a sports car scratch race, Peter Ulbrich again failed to start in the Lynx, entered by Simonetta Motors of Brookvale.

The big event of that meet was the Bathurst 100 Gold Star event, where Malcolm Bailey's Elfin Peugeot finished a creditable fifth. The winner was Jack Brabham, in a Repco Brabham, of course.

There was another Peugeot at the meet, the Nota Peugeot of Rob Rowe, which finished 20th in the Advance Linotype Service Trophy race. Not much call for Linotype service these days.

Bob drives a Ford Cortina in the 1969 Southern Cross Rally. Autopics.com.au

Bob entered the 1968 London-Sydney Marathon with his long-time friend Laurie Graham in a Volvo 142S. But their event ended with a crash while Laurie was driving. In the 1977 event, Bob had more success when he shared a 504Ti with Ian Monk, coming home 30th. His Southern Cross Rally entries include a Cortina in 1969.

At time of writing (November 2012) Bob was about to turn 80. He lives with his partner Colleen on a rural property near Taree, NSW. The steeply sloping block offers wonderful views, but car buffs would rather look behind the house, where there is a huge shed, holding Bob's racing cars and equipment. The shed came gratis, thanks to the efforts of Peter Brock, who asked his sponsor, Tri-Steel, if they could help. Two hours later Bob had a phone call from Brisbane. The caller said: "The man tells us we've got to provide you with a shed." And so the shed was provided.

"Now I'm 79 and last weekend I was racing at Warwick in Queensland, in my Corolla. There are two younger guys who work hard and don't have the time for race-car preparation, so I provide them with cars and they pay for me to race. They are special guys and they have beautiful families, and that is very special."

Bob is not a wealthy man but he is proud of his long involvement in motor sport and his reputation as a straight-shooter. "I can honestly say that I never dudded anyone."

(With acknowledgement to Bob Holden.)
Some Bathurst results have been taken from Bathurst: Cradle of Australian Motor Racing, by John Medley.

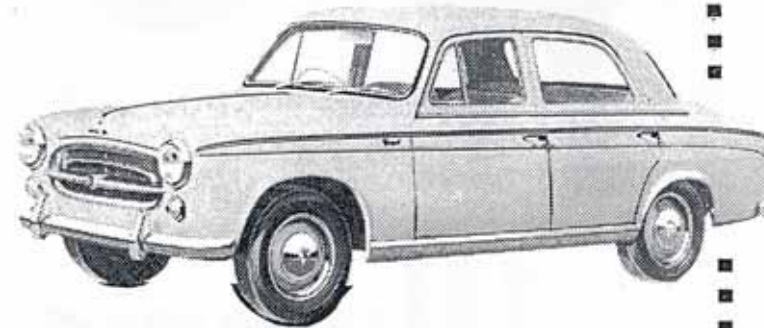*Bob Holden, the man who won't give up*