

# MOTORSPORT

THE ORIGINAL RACING MAGAZINE

## Bruce Johnstone 1937 - 2022



JENNY AND HER FAMILY have honoured me by asking me to say a few words about Bruce's motorsport and motoring career.

I have, in this regard, however, a small confession to make. Bruce organised it all, in his inimitable way. After I spoke at Eddie Keizan's funeral in 2016, Bruce called me up. He had in fact joined Janet and I for the day, and had come to our home in Johannesburg, after which I had run him back to the airport. 'I am just sorting out a few things,' said Bruce, in those soft tones a few weeks later on the phone. 'I wondered if you would be available to say a few words at my funeral.' We did laugh about it afterwards.

But he was, as ever, well organised, and ahead of his time. He probably had worked out from my peripatetic work schedule the need to get in early and to secure a commitment.

Here I am, so thank you Bruce.

It was not necessary for him to go to this trouble, of course, since it is a privilege to speak about the career of Bruce Johnstone, an iconic figure not only in South African motorsport, but someone who played a key if somewhat unseen role in shaping the history of Formula One. Along with Howden Ganley, Henri Pescarolo, Brian Redman, Mike Wilds and one or two others, Bruce was among the last standing of the works BRM drivers, the legendary British team known for its innovation and British Bulldog attitude perhaps more than its victories, an *equipe* that, for a time, dominated the world of F1.

BRM was an integral part of an era when captains of industry assembled their engineering might to Make Britain Great Again, well before the time of the other BJ's accession to power.

The remarkable thing about Bruce's racing career, was just how short it was, and how quickly thus it scaled great heights.

Although he stopped racing 'to get a life and make a career' in just his mid-20s, he left an indelible impression on the sport, winning the Kyalami 9-Hour in 1962 in a Ferrari GTO (which Bruce later owned and used as family transport in Johannesburg, can you imagine), participated in one World Championship Grands Prix (the famous 1962 BRM/Lotus title decider in East London), finishing 9<sup>th</sup> after lots of mechanical drama, and several non-championship events, including achieving a fourth in the 1962 Oulton Park Gold Cup for BRM.

After he retired, he was an early mover in the world of corporate sports sponsorships, before cementing his lifelong love of motorcycles in various corporate positions.

In each of these disciplines – driving, sponsorships, and the business world – Bruce was ahead of the pack, albeit in different ways.

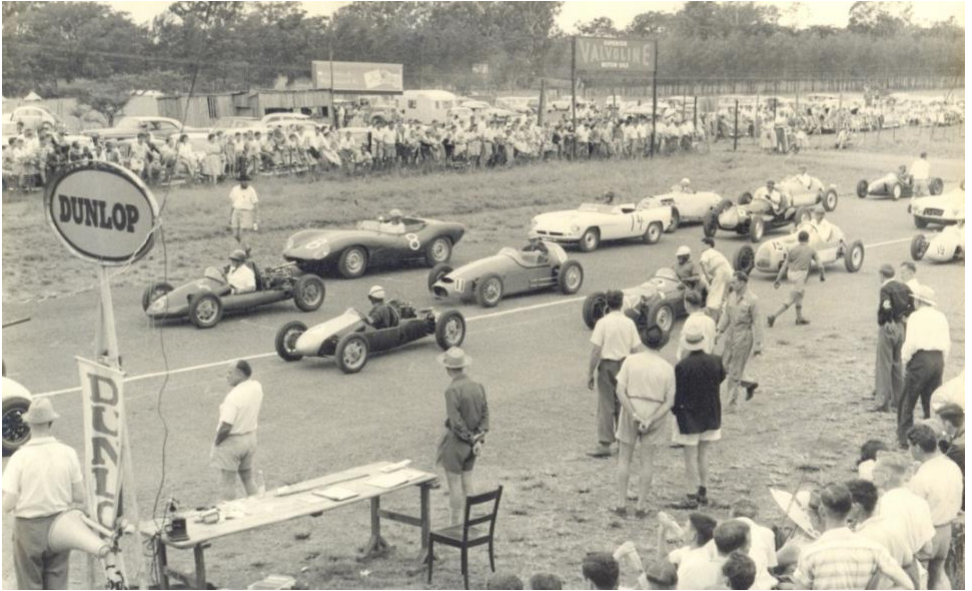
## **Driving**

The son of an eminent Durban pathologist who was not in favour of his son's motoring pursuits, after Michaelhouse, Bruce went to the UK in 1957 'ostensibly', as he put it, 'to Cranwell to join the RAF,' first spending two years at Millfield to prepare himself. Although he played rugby for Somerset while at school (his brother having been an Oxford blue and captain, and a distinguished Springbok winger), Bruce also used the opportunity to race motorcycles, initially off-road (then known as scrambling) and later on-road. His interest in racing had been

piqued by a neighbour at the family's home in Hillcrest, Roy Milbank, who raced motorcycles and would take the 12-year old Bruce along to events. Though he said that he was not very good at it, in his words, which are hard to believe, after the completion of his studies at Millfield Bruce moved to London where he worked in an accountant's office for two years.

Having realised his motorcycle racing limits, however, he returned to South Africa in 1958, his plans for global domination being upset slightly by having to spend 18 months in Kind George V Hospital. He then moved to Johannesburg for a job with Lawson Motors.

He started racing Volvo 444 and 544s with Lawsons, until a drive in a Volvo at the 1960 Nine-Hour had ended in tragedy when his cousin, Christopher, with whom he was co-driving, rolled the car and was killed. Bruce was left with a broken car, no insurance, the ire of his family, and an engine. He then bought what became known as the the Speedy Engineering Special, the first racing car built by the legendary Doug Serrurier, and refitted it with the Volvo PV544 Sport engine from the crashed car to replace the FWA 1100cc Climax that Doug had used. 'The Speedy Engineering Special was a fantastic car, as Doug was such a clever engineer,' Bruce recalled, 'with a De Dion rear axle. In many ways it was a mini-Maserati 250F. It taught me how to drive. But I realised that I needed to go up to the next level to escape the midfield.'

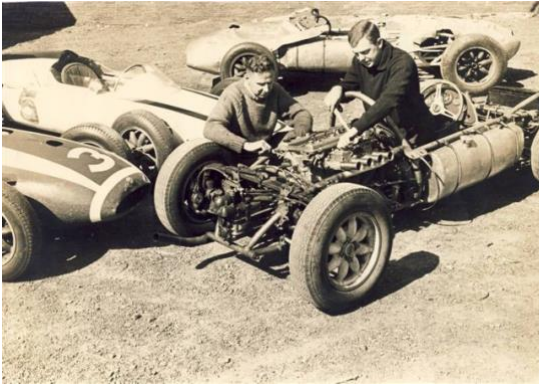


1960 Formula Libre start, Roy Hesketh. Jimmy de Villiers (5) and Bill Dunlop line up their 1100cc Cooper JAPs on the front row ahead of Tony Maggs' Tojeiro Jaguar (8) alongside Bruce's Volvo Special and Rauten Hartman's Neutar (12). Behind them are Jo Eckhoff's GSM Dart-Peugeot (14) and Ron Wright in the Peugeot Special (15).

The big time beckoned.

With help from a friend with a R5,000 loan ('I bumped into him on Bree Street, and he wrote the cheque out then and there'), Bruce bought Syd van der Vyver's 1958 Formula Two Cooper, fitted with an Alfa engine, in October 1960. He managed a stunning fourth (and first South African) first time out at the Cape Grand Prix in December 1960 in the company of drivers such as Stirling Moss and Jo Bonnier, and a sixth at the non-championship SAGP at East London two weeks later, won by

Stirling Moss from Bonnier and then two-time and reigning World Champion Jack Brabham.



Taken outside Doug Serrurier's Alberton workshop in the winter of 1961, this photo shows Bruce kneeling in a Cooper with a hammer, "because Doug said that was my best tool!"

Thereafter Bruce raced in the highly-competitive South African national F1 series, fighting it out with the likes of Syd in his Lotus-Alfa, Gene Bosman, John Love, Serrurier and other southern African stars, on tracks from Lourenco Marques to Salisbury, Zwartkops to Cape Town. Behind each event was an epic of long road trips and mechanical dramas. He had to race just to generate income to survive and get to the next race. 'I managed to pay my friend back in three months, racing all the time. I never went back to work. Instead,' remembered Bruce, 'I had a movable home: my 1956 Chev Sedan Delivery, my race-car and a trailer, and that was me. Wherever they paid prize-money, I would race.'

Bruce won the Pat Fairfield Trophy at Roy Hesketh and the Mozambique Grand Prix at Lourenco Marques. At the halfway stage in the season, the drivers' title seemed to be heading his way and then, in July, he received a letter from Peter Berthon of

BRM, the chief engineer and a man with strong SA connections, informing him that the early development of their 1.5-litre F1 car was progressing well for the 1962 season. They were apparently interested in coming to South Africa for the forthcoming Springbok Series of GPs, and asked if Bruce was interested in being involved. He, of course, wrote back immediately to confirm this was the case.



Drifting in the wind. Bruce's Cooper, an alert marshal and Quarry Corner, Roy Hesketh, 1961.

After a sojourn at Scuderia Centro Sud in Italy, courtesy of a new sponsorship deal with BP, where, among other cars, he got to drive a real Maserati 250F, this one previously raced by none

other than the incomparable Fangio, Bruce travelled to the UK to see BRM.

About 90-minutes car journey east from the famous Donington circuit on the western edge of the area of England known as the Fens, bedecked at certain times of year in vivid spring rapeseed yellows, is the town of Bourne. Despite its remoteness, far from the contemporary global motorsport hub of southeast England, it has an extraordinary motoring connection.

English Racing Automobiles (ERA) was founded here in 1934 and, following a slight disagreement with Mr Hitler, ERA was supplanted by British Racing Motors (BRM) in 1949. BRM was conceived in the immediate post-war austerity years as an all-British effort to compete with the Italian Ferrari and Maserati teams.

Initially derided as a vainglorious British failure with its complex and unreliable supercharged V16s, BRM went on to win 17 of the 197 Grand Prix it competed in between 1950 and 1977, finishing first in the constructor's and driver's world championship in 1962 with Graham Hill, and second in the constructor's championships in 1963, 1964, 1965 and 1971. It is one of the great teams of F1, in many respects, whatever its failings, the Ferrari of Great Britain.

You might well ask why and how did the remote Lincolnshire town of Bourne become such a motorsport hub?

The driving force behind both ERA and BRM was Raymond Mays. His family residence, Eastgate House, was the site of the first ERA workshop in an adjoining orchard. By 1960, the works had moved to a new specialist site which had to be capable even



in those semi-professional days, of housing more than 100 employees. BRM was one of the few manufacturers who built the entire car – chassis, engine and gearbox – rather than one of those who Ferrari derided as the *garagistas*, who essentially assembled a car around the engine and gearbox bought in from elsewhere.

It was soon clear to Bruce on his arrival at Bourne in 1961 that BRM were not ready to come to South Africa as originally envisaged. Instead, they offered him terms for the 1962 season as a test and development ‘third’ driver, in return for which he was paid £30 per month and received a ‘company’ car: a Berthon-tuned Ford Anglia. It wasn’t much, but it got him into racing in Europe and provided the means to terrify the Fens.

Bruce came back to South Africa needing to win the last race of the season at Kyalami on 3 November 1961 to win the Driver’s Championship, with his rival Syd van der Vyver in his Lotus no higher than third. However, a puncture unfortunately put paid to Bruce’s chances. With that he sold the Cooper T43, his black Chevrolet station-wagon tow-car, spares and equipment to Cape Town’s Adrian Pfeiffer, a man at the centre of Cape Town’s Killarney circuit for so long.

In the UK, fellow SA émigré (and later works Cooper F1 driver) Tony Maggs had introduced him to BP who, in turn, introduced the South Africans to Reg Parnell. Out of this came the Bowmaker-Yeoman sponsored Cooper-Climaxes for Tony and Bruce to drive in the 1961 GPs in South Africa. In the Rand Grand Prix at Kyalami Bruce finished a competitive fifth behind the works Lotus Type 21s of Jim Clark and Trevor Taylor and the works Porsche 718s of Jo Bonnier and Edgar Barth. However, in

the Natal Grand Prix while running as best-placed local driver behind the likes of the Lotus 21s of Jim Clark and Stirling Moss, and the Porsche of Jo Bonnier, he crashed out, the damage forcing him to withdraw from the following SAGP.



How they travelled. Bruce's Cooper behind his 1955 Chev Sedan Delivery tow-car, Kyalami, circa October 1961.

Despite the disappointment, Bruce returned to the UK in March 1962 to join BRM. But this was not the BRM he had visited the previous year. The Rubery Owen conglomerate had issued the team with an ultimatum to win the World Championship or else. Peter Berthon had been replaced by the former Rolls-Royce

design guru Tony Rudd, and the latter did not, by his own admission, know what to do with Bruce.



**Bruce finished fifth in the 1961 Rand GP.**

But he was unavoidably *there*, however, and had free range of the entire factory, from the drawing office to the fabrication works, and the sheds of old BRMs from V16s to early 2.5-litre ‘fours’ and many others. He spent a lot of time in the engine test house running a camshaft rig to test different oils at different rpm.

At the time BRM were trying to develop 1961 carburettor (instead of fuel-injection) V8 cars as a ‘customer’ model to try and make ends meet. Although Bruce was promised a drive

from time to time, Ritchie Ginther crashed several cars and one was written off in a testing fire, so there was a lot of pressure on equipment and the budget, especially since Graham Hill was in the position to win the Championship. Bruce did a lot of testing at the BRM track in Lincolnshire on an old Second World War bomber airfield known as Folkington, but with a silent L, to the obvious amusement of the locals, as well as endless race distance simulations.

But the time with BRM was disappointing in that it delivered little in terms of races, apart from the memorable fourth at Oulton Park Gold Cup. The BRM P57 was the rebuilt chassis in which Graham Hill had crashed heavily after running over a TV camera lying in the middle of the track during practice for the German Grand Prix, an excursion that almost also wiped out Tony Maggs. The Gold Cup was of a full Grand Prix distance and attracted all the British F1 teams. Bruce drove what was described as a 'mature' race to finish behind three past and future world champions in Jim Clark, Graham Hill and Jack Brabham.

**Bruce finished fourth in the 1962 Oulton Park Gold Cup in the third works' BRM.**



# CONGRATULATES THE FIRST SOUTH AFRICANS HOME!

TRANSVAAL GRAND PRIX

**1<sup>st</sup>** SOUTH AFRICAN HOME  
**BRUCE JOHNSTONE**

SOUTH AFRICAN GRAND PRIX

**1<sup>st</sup>** SOUTH AFRICAN HOME  
**TONY MAGGS**

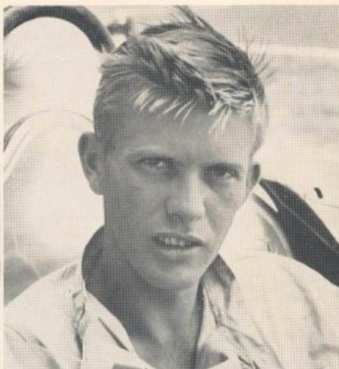
CAPE GRAND PRIX

**1<sup>st</sup>** SOUTH AFRICAN HOME  
**TONY MAGGS**

CONGRATULATIONS TO THESE TWO BRILLIANT YOUNG DRIVERS,  
WHO DROVE FORMULA I COOPER CLIMAXES THROUGHOUT  
THE SOUTH AFRICAN GRAND PRIX SEASON.



**BRUCE JOHNSTONE** of Natal is one of South Africa's youngest, and most promising racing drivers. He was runner-up for the 1961 S.A. Championship. BP recently sponsored an intensive course for him at the famed Scuderia Centro-Sud School for Racing Drivers in Modena, Italy. He will be a member of the BRM works team in this year's European Motor Racing Season.



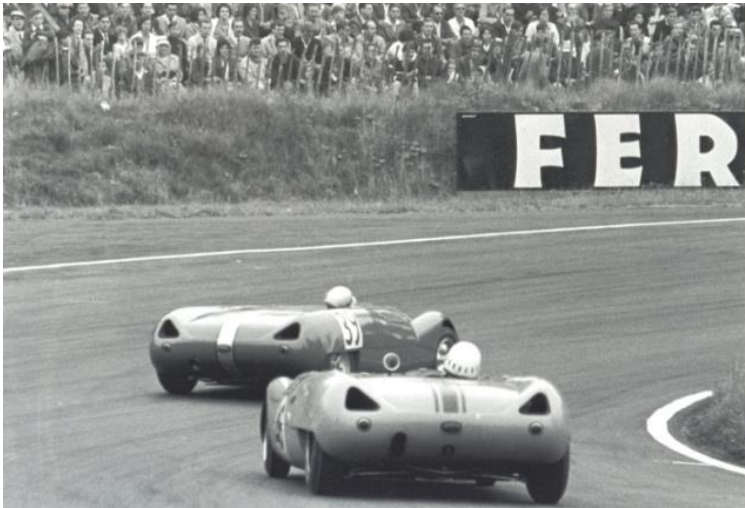
**TONY MAGGS** of the Transvaal made motor racing history by being the first South African to take part in a World Championship Race, when he drove a Lotus in the British Grand Prix at Aintree. After several seasons of overseas racing he has won the 1961 Formula Junior Championship in a Tyrrel Cooper-BMC. His successes last season include eight firsts, five seconds and two thirds.

**BOTH DRIVERS ACHIEVED THEIR SUCCESSES  
ON BP PETROL AND BP ENERGOL MOTOR OIL**



BP-1-42

CAR February 1962



He did get also to drive Ian Walker's Lotus 22 and 23s (above), on the recommendation of Graham Hill who had been impressed by what he had seen of Bruce in 1961, most notably at the Nurburgring 1000kms with Peter Ashdown, when they finished sixth overall and won their class, and also a Zodiac with Paul Hawkins in the Brands Hatch Six-Hour.

Bruce returned to South Africa to drive a BRM P48/57 in the 1962 Springbok Series, culminating in the 1962 World Championship event at East London. But all the factory's resources were being put into Graham Hill, as a win in the SAGP would have secured him the World Championship, which he won after his rival Jimmy Clark dropped out while leading the race. As a result, Bruce's promised car was not ready for the Rand GP in December which Bruce discovered at the

subsequent Natal event was not a current car at all, but rather a rebuilt customer version.

Nonetheless he managed a second in the first heat at Westmead, though the engine then blew up when all the oil pumped out through a broken rev-counter drive. He then had to beg a vehicle and trailer from BP to move the car to East London for the SAGP, with no guarantee that BRM would provide another engine. The night before the race they relented, but not before it had to be converted from fuel injection to carbs. Starting at the back of the grid, he finished ninth after a stop to adjust the timing. So annoyed with this treatment, Bruce drove the car straight from the circuit to a garage in town, parked it and left for Durban. During 1963, he received an invoice from BRM for the cost of sending the car to South Africa.

'I never paid it because I couldn't, and they have not yet sued me!' said Bruce fifty years later.

It was the only World Championship won by BRM.

It was always innovative and pioneering, the famous supercharged V16 car of the 1950s being a 'technological tour de force' though a very unreliable one, as the H16 engine at the start of the 3-litre F1 era in 1966.

Rubery Owen had taken over as the principal funder of BRM in the early 1950s. David Owen, who took over from his father Sir Alfred to serve as the company's chairman from 1969-2010, says that 'East London in 1962 was the pinnacle of achievement and culmination of much hard work and many dreams.'

BRM was not however a place without its politics, as Bruce discovered, or without its systemic failings, which ultimately

brought about the team's downfall. Bruce was able to recognise what others saw later.

Brian Redman, universally regarded as one of the best sportscar races ever to have driven, and also a Formula One driver of some repute with Cooper, McLaren, Shadow, Surtees and BRM, says that while BRM was in some respects a British Ferrari, 'it suffered from grandiose and somewhat impractical ideas! These would have worked – if Ferdinand Piech [of Porsche] had been in charge! The whole history of British engineering is filled with brilliant designs and accomplishments, but then letting it all go,' adds Brian.

Howden Ganley is a Kiwi who came to Britain to seek fame as a driver, which he certainly did as a BRM and Williams F1 driver and sports-car star. But he also made his name on the technical side of motorsport, first, as a member of the early McLaren team and, after his driving career had ended, in starting the TIGA factory, which built more than 500 racing cars.

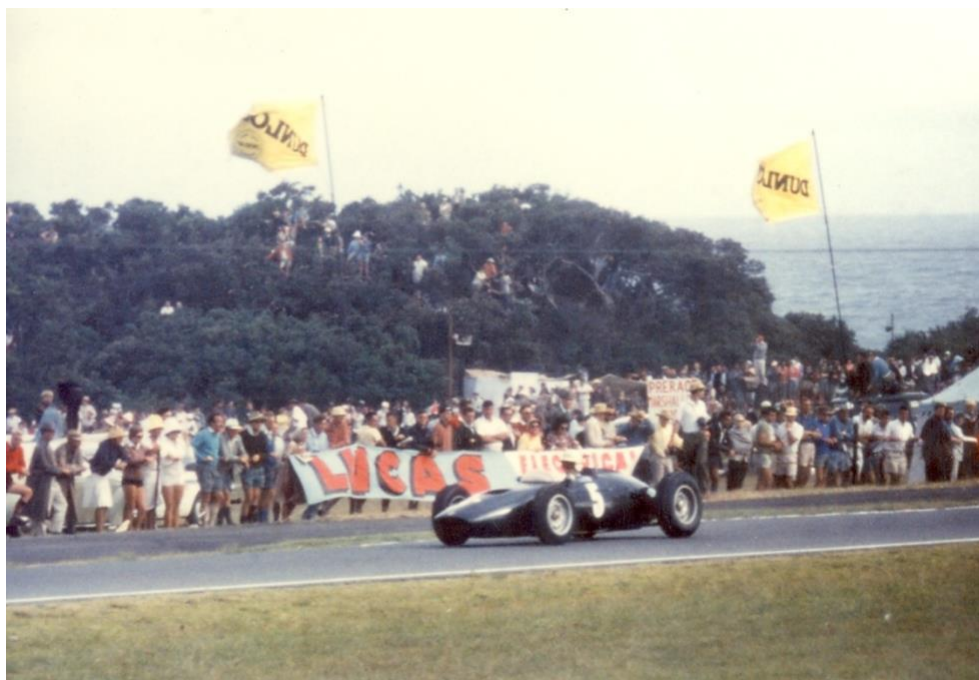
'In the history of Formula One, or its predecessors,' writes Howden, 'there have been some great and significant teams. Pre-war were Auto Union, Mercedes, and Alfa Romeo (run under Scuderia Ferrari); post-war we had Ferrari, Maserati, Alfa Corse (briefly) and Mercedes (briefly), and amongst them were the British manufacturers: BRM, Connaught, and Vanwall. Driving for any of those was a significant achievement. While the latter two faded away (for different reasons) it was BRM who continued on into the '70's. For Bruce to have been hired to drive for the BRM works team was very special, something coveted by most young (and old) racing drivers of the time. Everyone would love to have that accomplishment on



their racing CV. That Bruce did get such a coveted seat gives him a status amongst a relatively small group of racing drivers.'

Henri Pescarolo is a French racing legend, having raced F1 cars for March and Matra among others in no fewer than 57 GPs, and winning both Daytona and the Le Mans 24-Hour race four times. 'BRM was the most British of teams, and one of the most famous,' he says, and enjoyed over the years 'the best drivers. Unfortunately, at the end, the BRM team was not so competitive and Mr [Louis] Stanley was looking for sponsors. [Jean-Pierre] Beltoise and I brought Motul and having such a British team with two French drivers [and a French sponsor] was of course not normal!!! Anyway,' adds Henri, who himself went on successfully to team ownership, 'even if the cars have been not so competitive this season was a great and prestigious experience for all of us.'

Englishman Mike Wilds is regarded as an immensely versatile talent himself, having had a career in F1 and sports-cars, and much inbetween, as Bruce. He is still racing today into his seventies. He knew what Bruce was up against. He writes: 'Having driven for BRM myself briefly in the mid-1970s, I did feel an affinity with Bruce as we were both treated somewhat badly by this once great team, Bruce certainly deserved better, and I got the sack for suggesting we tried a Cosworth DFV in the back of my BRM P201 because of the total unreliability of the elderly V12s we were using!'



**Bruce Johnstone, BRM, Ninth Overall, 1962 SAGP, East London.**

In addition to his competitive showings in single-seaters, Bruce also participated in several Nine-Hour endurance events, including his last, in 1962, which he won with David Piper in David's Ferrari GTO. The previous year he had shared a 1300 Alfa Guilietta Ti with Nick Kingwell in the same event, finishing second.

Bruce had met Piper at Snetterton win the UK. He had asked Bruce what he knew about the Nine-Hour to which he had been invited, and what Bruce thought about his chances. 'I said that I

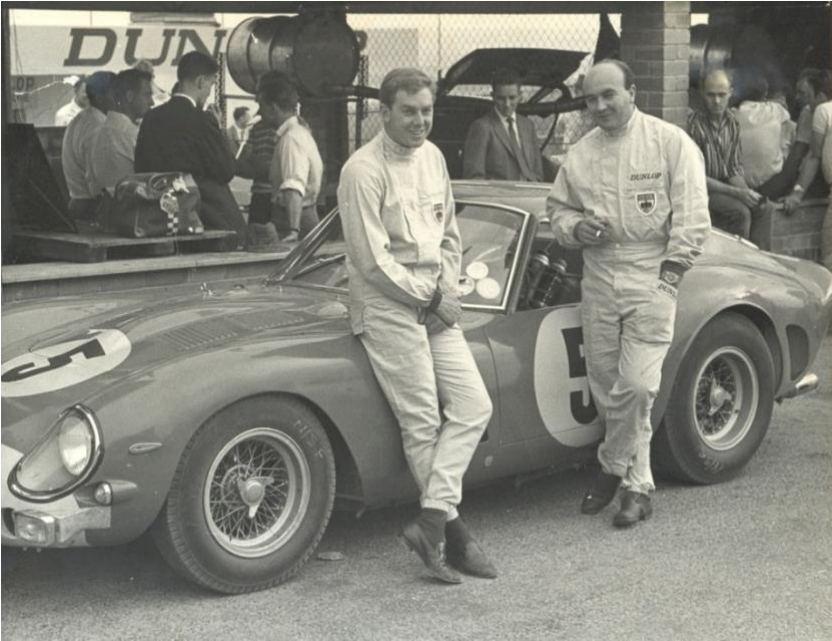
thought we couldn't be beaten,' said Bruce. 'In the event it turned into a miracle that we won' he remembered later. The Ferrari only had one set of tyres, and had to borrow wheels from Gigi Lupini. But these were 16" not 15", and the pair had to stop frequently to change one tyre. It was a close run thing as the Healey of Bob Olthoff and Maggs was not very far away at the finish.

Piper, who went on to win the Nine-Hour a record five times, recalls that 'We took the Union Castle boat out to Cape Town and drove the GTO up to Johannesburg with the spares in the boot. I won that event with Bruce – and that's how it all started,' he says. 'It was a great privilege for me to have such a talented and versatile driver as my co-driver in the Ferrari GTO in my first Kyalami Nine-Hours, which we won!' observes David.

After winning the Nine-Hour, Bruce had in his own words, 'run out of money, and I was struggling to live and to feed myself'.

He would have continued if he had fully appreciated the power of oil companies, 'in my case BP,' he reflected years later, 'who paid bonuses to drivers, and if I had enjoyed someone to manage me.

Apart from three races at the start of the 1963 season in an obsolete Lotus 18-Alfa and the 1965 Nine-Hour in a Maserati 200Si (which retired) with Chris Fergusson, Bruce walked away. 'Fortunately,' he said much later, 'motorsport leaves you with one thing: not being frightened of work.'



**David Piper and Bruce, Ferrari GTO, winners of the 1962 Kyalami Nine-Hour.**

At 26 he started in the insurance industry, and was soon headhunted by Price Forbes. But he soon got bored of this job and went back into the sport he loved. He apparently soon learnt the old saying about insurance that no one ever said, that 'it was a career that I want to get into'.

### **Sports sponsorships**

The nexus between sport and sponsorship was something Bruce had discovered much earlier.

In 1959, having enjoyed a successful relationship with Lawson's, who had sponsored the Speedy Volvo Special, Bruce had written Lawson's name on the side of his Cooper. Within ten minutes, he was told he would be disqualified if it were not removed. At the time motorsport was controlled by the RAC which, in its White Book, said that that you could not have anything other than the name of the type of the car on the side of it.

Then, in 1968, having tired of insurance, Bruce decided to start his own business, which he named *Sponsport*.

At first he found it very difficult to secure sponsors, until developing a close relationship with Castrol. He literally would go and see five to six prospective clients a day for 18 months. Out of it came the relationship with Castrol, Everest Homes, who sponsored Peter Aitken, the first outside of the motor-trade, and Seiko, and later with *Personality* magazine.

He noted that 'What really changed the game was television. Until that point, you would rely on the print media to carry news about the sponsor, which was very difficult, almost impossible, to guarantee. But we introduced all sorts of pre-television novelties, including the "Castrol girls" and sponsored pit-walks and drum majorettes.'

It was certainly a more naïve time, when wine was sold in boxes and beer in quarts, and you could assume a person's gender.

'If you look back at the early days of motorsport,' observed Bruce, 'there were two types of sponsors. First, the wealthy patrons of racing, who would identify a driver, and fund them, people like Rob Walker or, in South Africa, Aldo Scribante. The second sort were commercial sponsors. For them, the purpose

was all about publicising their product. Motorsport was at the time limited to trade sponsors – sparkplugs, tyres, fuel and the like.’

Bruce successfully introduced a third type, those sponsors with no direct connection to motorsport.



After he ‘called it quits’ on his own F1 career, Bruce started a business facilitating sports’ sponsorship including the 1971 Seiko Chevron Nine-Hour team. Left to right: Paddy Driver, Chris Craft, Howden Ganley, John Love (in Rhodesian national attire), Tony Brookstone of Seiko (with the beard), Chevron’s Paul Owen, Joe Putter ‘Mr Gunston’, and Mike Hailwood.

These pathbreaking efforts were part of a largely unheralded South African contribution to changing the face of sporting sponsorships. Team Gunston famously predated all the European teams in F1 sponsorship when it appeared at the 1968

SAGP in those famous burgundy and orange colours, while Wynns and, later, Kreepy Krauly all made their mark in this arena.

Colin Chapman of Lotus was, typically, very quick to move on what he had seen, striking a lucrative deal with Players, with the Lotus transforming from green and yellow into Gold Leaf colours by the time of the next GP, Spain, at Jarama in May.

He observed that 'we were not alone in making the jump from largely amateur racing to professionalism and commercialism. Other sports had the same problem until Mark McCormack came along with IMG in 1960, and helped to promote golf, signing up Arnold Palmer as the company's first client and, later, Jack Nicklaus and Gary Player.'

Progress has its cost however. 'In my day the drivers used to go out after a race and chase girls,' said Stirling Moss. 'These days,' said the British ace, 'they thank Vodafone.'

Bruce also branched off into golf sponsorship, promoting the so-called 'non-white' Professional Players Golf Association with Brian Henning.

Bruce ran *Sponsport* up until the 1973 fuel crisis which pretty much shut down motorsport, fortunately temporarily, thereafter joining Charlie Young, the Yamaha importers, during which time he founded the 'Association of Motor-Cycle Importers and Distributors' which he ran until the early 2000s.

This world of sports sponsorships overlapped with his other great love, those of motorcycling. But he joined the two together as team manager of various big-name on- and off-road

bikes, while he continued to ride fast road bikes on the road up until a year before his passing.

*What is there to say about Bruce the man as opposed to the sporting personality?*

I first met him via our mutual friend Eddie Keizan. I think Bruce had an inherent suspicion of motorsport types, probably thinking (quite rightly) they were on the bum for something, so it took a little time for him to realise that I did not actually want anything from him, and that I was a decent enough sort of chap who shockingly might actually be willing (and more importantly *able*, a realisation that also still surprises me) to give something back!



**The author, Bruce, Sarel van der Merwe and Jan Lammers, Killarney Nine-Hour, 2015.**

Bruce and Eddie would, before Eddie's death in 2016, often ride out to our place at Pringle Bay for a session to put the world to rights and, once in its right place, they would speed back along Clarence Drive. Eddie, no mean driver and



rider in his own right, told me that he could never keep up with Bruce.

In addition to the obvious motorsport interest, he was also fascinated in old aircraft and we shared information and books on the subject. In three of my volumes on SA motorsport, particularly those on David Piper and Tony Maggs, and that on Saloon Car racing in South Africa, Bruce was an immense help, contributing forewords, a chapter for the book on Tony, and specific information on motorsport sponsorships. I learned in the process from interviewing characters of the sort of Bruce, that the interviewer was immensely fortunate in hearing the stories which make up critical pixels in our mosaic of life.

He had a meticulous recall about his era, always with a wry chuckle. I was fortunate to spend some time with him in January this year, and filmed his recollections, something that he encouraged. Again, having watched these clips in preparation of this short talk (you don't want me to commit to a long one), there is that ever-present combination of understated diffidence and thoughtful prescience.

And then there were the regular visits to Killarney, where he was a firm supporter of our little endurance racing team, of which he was our proud patron. He twice came out to test to the Ginetta cars. He was a true professional, even in his 80s, starting slowly, feeling his way around the car, and then slowly increasing his pace with every lap. He brought the car back as immaculately as he set off, which is more than I can say for some, including myself!

He attended the 50<sup>th</sup> anniversary of the 1962 SAGP meeting at East London, and he was simply delighted that Eddie and I won

the Border 100 event in our only race together. It made the event at least doubly special to have him there to celebrate alongside, and treble so to win it in a Pilbeam sports-car manufactured – guess where – in the town of Bourne.

Anton Roux is the Chairman of Motorsport SA, the governing body in South Africa. He writes: ‘Bruce had a calm demeanour and was open and willing to share special memories and knowledge with someone who, in my case, he had only just met. On behalf of Motorsport South Africa, I’d like to send our condolences to Bruce’s family, his friends and all who had the privilege of knowing such an incredible man. Today, Motorsport South Africa mourns the passing of a true legend.’

I have the privilege, too, like Anton, of serving on the structures of the FIA, the global motorsport body. The heartfelt condolences from the entire motorsport community and the Western Province Motor Club, which I represent here today as its President, go out to Bruce’s family and especially Jenny, his companion of 57 years.

We will simply miss having Bruce around. It is in so many ways the passing of an era.

Greg Mills  
March 2022