



VOLUME 38

# SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

MAY 2013

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## Andrew Finch—Best Club Car



Allan Gibberson Owner  
Builder 1st Place

Ricky Virago Over 10  
years 1st Place



See more Whiteman Park  
photos on page 18

## **PRESIDENTS REPORT** BY DAVE KENT

G'Day Cobra nuts

Well the Annual Show & Shine at Whiteman Park for 2013 has been run and won and I'm sure you'll find all the details in the accompanying pages. As I was unable to attend for the first time in many years I would like to take this opportunity to thank Ron McNally, Al Dewar and Tony Varis for stepping up and making sure all was organised for the big day. I am sure they received plenty of support from the other members on the day and I thank all those members who made the effort to bring their baby along.

I must say being unable to get out and about on some of the wonderful sunny days we have been seeing in these past few weeks due to work and car building commitments has me hanging for some seat time in the old Snakebite.

On the subject of getting out and about in the Cobra we seem to be seeing low turn outs at organised club runs which has me asking myself what are we doing wrong in not meeting the expectations of the members. Some of us have been around the club for a long time and may have become too much like the furniture and are missing the signs of what you the members are looking for so if you have any suggestions don't be shy to rattle our cages. We may be old but we're not grumpy and we would love to hear from you.

Work obviously has been progressing on the Mustang with BA Falcon climate control system now residing under the mustang's dash. After much fabrication including construction of a complete new lower cowl and firewall, modification of the wiper mechanism and sundry items it now looks like it is meant to be there. Now it's on to the steering column (yes from the BA just because I like a challenge) and under dash brake booster/master cylinder setup.

Don't forget the Annual AGM is not far off so start putting you thinking caps on considering who you would like to lead you through 2013/2014. If you think someone would be a good representative for the club canvas them regarding their interest in a position don't just drop it on them at the AGM as many a good worker has been lost to an ambush.

Anyway enough rambling from me sit back and enjoy the read and don't forget to let Eddie know you appreciate the work he puts into these publications.

Take care

Dave Kent



## **OFFICE BEARERS FOR 2012**

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CCCWA 2012 / 2013 Club Calendar						
Updated 19/08/12	Club Runs		Event	Depart / Start Time	Information	Organiser
	Day	Date				
April		13	Graham Sach Memorial Run	8:00 AM	Coca Cola Café Toodyay for Breakfast	Graeme Ullock
April		24	Veteran Car Club (BBQ)	6:30 PM	BBQ and April General Meeting	Club
May		5	Waroona Run	9:00 AM	Cockburn Central East to a Winery for Lunch	Dragan Simic
May		22	Veteran Car Club (BBQ)	6:30 PM	BBQ and May General Meeting	Club
May		HOLD	Carroll Shelby Memorial Run		Navigation Rally	Eddie Terrell & Miles Wood
June		8	Chittering Val- ley	10:00 PM	Depart Caltex Midland to Stringy Bark	Alan Dewar
June			Barbagello Tuning Day	TBA	Find club to play with	
June		26	Veteran Car Club	6:30 PM	BBQ and June General Meeting	Club
July		14	Cape Bouvard Run	8:30 AM	Depart x to Cape Bou- vard Winery	Ron McNally
July		24	Veteran Car Club	7:30 PM	AGM Followed by the July General Meeting and supper	Club
August		10	Parkerville Run	8:30AM	Depart Gingers via Toodyay to Parkerville for pub lunch	
August			Belmont Indoor Karts		Club Kart Champion	Alan Dewar
August		28	Veteran Car Club (BBQ)	6:30 PM	BBQ and August Gen- eral Meeting	Club

*Folks if you are out and about with any of the club runs or any events for that matter would you please try to remember to take some photos, and take note of who was there. Several events have been on in the past couple of months but I don't have anything to put into the Snakeskin.*

*Even if you think it isn't worth worrying about still send it I can never have too much. Thanks Eddie*

## ALBANY RUN 2013 - BY RON MCNALLY

### History

Back in the old days, circa 2001, a few adventurous Cobra nuts decided that the usual weekend runs were a bit ordinary so the idea of the Albany run started life. The first run players were Keith Ennis, Terry Lovell & Ron Meechin, Brian Plank and Harry McClymans, Colin Rainbird, Dick & Leone Hogen-Esch and Ron and Nola McNally. Dick & Ron's car were only just put on the road and painted – first long run.

The run took us via Collie, Manjimup and the Muir Highway to Mt Barker and Albany on the Saturday. Harry had fallen off a roof the day before and came off 2<sup>nd</sup> best after. Harry decided to try some of Nola's drugs. After checking in at the Motel, we were invited around to Joe Bakers place to check out his car collection and another local Cobra builder (Alan with a red Cobra). We had an afternoon tea somewhere ..... Dick arrived last and ate first. Harry had to pass his dinner on to Brian because he was withdrawing from Nola's drugs.

Sunday saw us head off towards Denmark on the lower Road, Walpole, Northcliffe, and Lurch at Pemberton and home .... The Denmark Road was a bit slippery in places and Keith found a slippery corner with the wrong camber on the road and got a little worried ..... he was only 64 then.

Well that is the short story that started the legend of the Albany Run.

### Albany 2013

The 2013 Albany Run started life on the 2012 Dunsborough Run as we went through Allan Dewar's calendar to find a weekend that he was free, the first available was April 2013 and the starters were Allan Dewar & Anna Katarski, Miles Wood and the McNally's. As time went by we picked up John Murdoch & Terri, Dick & Leone and Gerry & Rosalie Trigwell.

Planning started because we had to make sure we had the opportunity for some fun and there were enough places to buy Autogas. Jamie Shuttleworth (Katanning) is building a DRB540 and Allan wanted to catch up with an old army buddy ...

And as always as we got closer to the event the rain threatened .... Gerry & Rosalie have been driving in the rain before and didn't like it. Dick & Leone had to do a stock take ... leaving Allan & Anna, John & Terri and Ron & Nola. None of us could remember travelling to Albany and it not raining in Albany.

After watching the weather for a week ..... we left Kelmscott at around 8:15AM on the Friday, just as we could feel a few sprinkles. Our plan was to get out of Perth on the basis that the rain would not reach as far east as we were travelling .... So off to Brookton we went, no rain small amount of road works in Kelmscott, good roads and no traffic so after around an hour were in Brookton for a lap of town to be checked out by the local population then at Stumpy's for a coffee and to refuel the gas cars. All good, Anna brought out the chocolates to coax Ron & Nola off their diets and played hard to get to Allan who missed out on the chocolates. Anna had a great jacket to keep her warm.



## ALBANY RUN 2013 - BY RON MCNALLY

Brookton to Pingelly, Popyanining, Narrogin ... all uneventful, just a fantastic day to be out in the Cobra's and some country driving .... John was still learning about his car. Anna was the tourist guide at Narrogin, wanting to find the 'Flour Mills' so we stopped at a Chicken Treat to ask for directions (and their toilet) to find that the Flour Mill was pulled down about 5 to 7 years ago ... there went our heritage.



Off to Katanning for lunch with Jamie via Wagin & Woodanilling ... some road works – nothing we couldn't handle ... just the 40kmh. Still no rain. Katanning had us looking for a place called Oscars to meet up with Jamie and his DRB 540 which was on the road for a mechanical inspection by the CCCWA Executive & Graham (remember Allans mate) and a place to fuel up. After a bit of driving around blind, we found everything and met up with Jamie and Suzanne and Allan's mate Graham.

### Note Anna's Jacket



ASK ALLAN FOR THE STORY ABOUT THIS PHOTO



Well the tucker and the company was very nice and we had a little bit of rain, enough to have to cover the cars and it didn't seem like long before we were on our way again .... Albany here we come. Well the road works become longer and more frequent with some parts down to a single lane and a lollipop person directing traffic. A lot of local people in some big machinery looking at these fools heading into the rain in cars without a roof ... I could read the bloody idiots on their faces. Well as we passed through Cranbrook about midway to Mt Barker it started raining, we caught up with the rain ... wasn't too bad to manage on the Cranbrook / Mt Barker Road because there wasn't much traffic but as we hit Albany Highway the rain got heavier and for all of us – keeping the inside of the wind-screen clear was the biggest challenge. Nola had a bigger challenge because we were taking on water in the foot wells (around 20mm on my side so we started bailing with a towel with me soaking it on the floor and handing it to Nola to wring out. Well the rain lasted about 30 minutes and we could see more 'bloody idiot' expressions on people faces as they over took us. Once the rain stopped we had a clear run into Albany checked in at the Motel (same one as in 2001), dried the cars out .... Some had a nap, some went sight-seeing and some just chilled out until dinner time when we reflected on the day and set some plans for tomorrow .... Did not rain again on the Friday.

## ALBANY RUN 2013 - BY RON MCNALLY



Saturday seen all of us up bright and early as we headed off to the Dome for breakfast with some sightseeing to follow .... Breakfast was good .... Nola and Ron were over their diets and relapsed into the good life like a recovering addict.



Well everything was going fantastic, no rain good breakfast and on we went to get some fuel and fridge magnets before a bit of sightseeing ... well John being a good Cobra Owner checked under the bonnet and found some green stuff where it shouldn't be so after some driveway diagnostics to conclude we needed some help, off we went to a local Automasters and a round trip to Auto One and Repco for some parts .... But things were looking grim so back to Automasters for these fantastic guys to pull the thermostat housing apart to see what they could do .....



Nice Engine John (a strong 427)



Waiting for things to cool down

Well things happen in threes right ... the rain, John's Thermostat ... what next. Well Allan not being one to waste time thought he would check his car out while he was waiting .... Only to find a shimmer of oil at the very end of his dip stick .... Thanks John

## ALBANY RUN 2013 - BY RON MCNALLY



Fortunately the Automasters boys replaced the o-ring in John's thermostat housing, some top up coolant, a pressure test and we were on our way .... Thanks Automasters Albany.



We were a little late so passed on the sight-seeing. Allan was a local boy and led us down York Street and out of town to Denmark via the lower Denmark Road .... No rain forecast & skies looking good for the next 2 days. Remember the things come in threes ... wrong .... The Albany Run had 4.



## ALBANY RUN 2013 - BY RON MCNALLY

Well the 4WD towing the caravan beat us out of here but we had everyone behind us covered .... And on to Denmark and Walpole through some fantastic country in Cobra's.

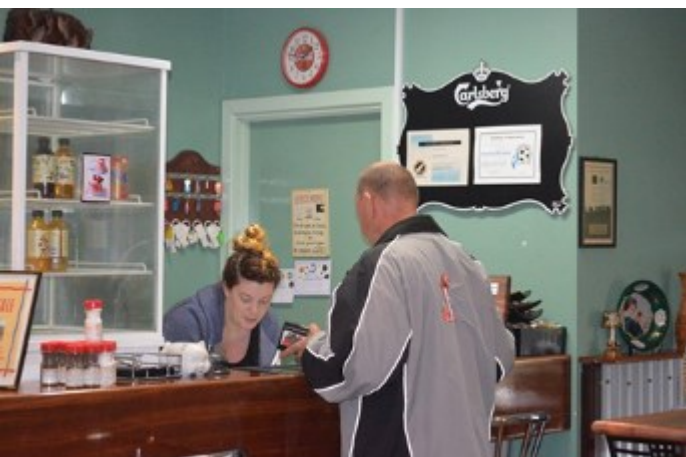


It wasn't long before Walpole appeared out of the trees, a fuel up, some fridge magnets– catch up with some friends on the road – Both John & Terri and Allan and Anna met up with people they knew in the car park and the Visitor Centre operator came out to check out the noise. All in all not too much mud considering all the road works



Northcliffe – here we come ... more fantastic Cobra roads, no rain, no traffic to bother us – just another great day to be alive (the Wido Maka was the only one with music).

Well after Walpole we headed to Northcliffe with Allan and Anna in the lead .... The drive was uneventful but magnificent driving through the big trees in an open top car. We arrived at Northcliffe with 5 minutes to spare before the cook was due to knock off for the day. They were fantastic, an old country pub that is the heart of the community.





## ALBANY RUN 2013 - BY RON MCNALLY

Margaret River was next on our list..... other than more road works and some fantastic Cobra Country the drive was enjoyable, arriving at the Motel in just enough time to book in and get the girls into town for some last minute shopping. The girls disappeared; the Cobra's parked in the main street attracted some attention while John and Ron took some time out for a beer in a part of the pub where we could keep an eye on the cars.

We dined in the Motel on Saturday night .... A lot a talking and laughing. Eventually the air conditioning became so cold we had to leave .... We were the last ones.

Sunday, Caves Road and a Winery .... Not going to rub it in – just fantastic. The photos can tell the story.



The drive back to Bunbury via Dunsborough, Busselton and the Tuart Forrest was back to normal but doesn't Allans smile tell the story of the weekend?

Thank you to Jamie and Suzanne in Katanning and to Allan, Anna, John, Terri and Nola for a fantastic weekend.



## PRE—CHRISTMAS RUN - BY DRAGAN

It was a lovely warm Sunday afternoon, with a lazy sort of get together on the South Perth Foreshore. A small group assembled with myself and Jean, with Ron and Nola first to arrive, followed by Kevin Wolfe and Janine, Al and Anna and John Murdoch and his daughter (apologies can't remember your name). A good time was had discussing all things Cobra. Graham Ullock arrived with his son for a little later.

A group of admirers of Cobra's asked if they could look at the cars ,and have their photos taken. Al the ever obliging gentleman offered to take the young lass (I think she visiting from Korea) for a spin up the road. After a fairly lengthy drive, she came back beaming from ear to ear. Thanks Al, you made her day!

As the afternoon progressed, the clouds were becoming more and more threatening , so we decided to call it a day. I headed home, with the others opting to go on a drive along the beach at Cottesloe. Even though it was a smallish turnout, a good time was had by all.



## TOODYAY RUN - BY DRAGAN

Another beautiful morning with clear and sunny skies. What a perfect day for a run into the country. I was surprised that we only had 2 cobras as starters.

We mustered at Hungry Jacks Mundaring at 10am. Due to unforeseen road closure (Nicholson Rd Canning Vale) I was stuck in traffic for half an hour, only getting to the meeting point at 10.30am. What is it with roadworks and my planned runs?..

There were five cars in all to start the run. Graham Ullock and Miles Wood arrived in Cobras, Ross Smith in his sweet new ride (Maserati), what a lovely soundtrack, Brad Tomlinson with his ute, Myself and Jean in a ute.

As it was such a small turnout we decided to change the route and just head up to the Mundaring Weir take a short break and then proceed onto the new Dome Coffee Shop in Kalamunda. As usual it's was a nice stretch of road to have a bit of a play on.

The Dome was lovely, where we had a bit to eat and drink. Miles was quick to point out to Ross that the Cobra was attracting more attention than the Maserati (ha ha).

A small turnout but all who attended had a great time, very relaxing and good company.



## DWELLINGUP RUN - BY DRAGAN



It was a perfect day for a blast up to Dwellingup in our beloved Cobras. We met up in Cockburn Central.

John and Gill were parked up already when Jean and I arrived. Soon after Rob and Sue arrived, with Graeme and Trish rounding off the group of starters.

After a casual banter on all things Cobra ,we headed off up Armadale rd and went off lesser used roads to meet up with Ron and Nola at the Del Park turn off, at the BP servo just off South West Hwy.

After a short stop we regrouped and headed up towards our destination, with a nice ride, apart from the obligatory road works (Grrr). We decided to lunch at the Blue Wren Café, which had a group from a Mini Car Club as well as the usual mobs of Motor Bike Riders.

After our wonderful meals which were huge I might add, Graeme and Trish decided to head back home the way they came while the rest of us opted to have a squirt down to Waroona led by Ron and Nola.

When we arrived at Lake Navarino turn off, John and Gill headed back to South West Hwy as they had to go to Subi for the Eagles match. Hope you made it on time and a great effort guys!) . Some fantastic roads in this area which allowed for great bursts of acceleration and the great rush which left us all with great big smiles on our dials. After a short stop at the Navarino resort (which is slowly coming together after the devastating fires destroyed it a few years back), we were led on to some fantastic roads heading back to Forrest Hwy to exploit more of the cars capability! Thanks Ron that was awesome. At the Forrest Hwy we headed our separate ways.



## GRAHAM SACH MEMORIAL RUN - BY GRAHAM ULLOCK

The morning was very overcast with some threatening clouds, I wasn't sure how many starters I would have, but at 9.30am on the Saturday, 2 brave crews turned up in their cobra's namely Trevor, John and Gill . Dragan & Jean opted not to risk getting the new paint wet on their cobra, and turned up in the tin-top.

So, at 10am, we had 4 cars including my own and their crews in the Coles car park at High Wycombe, ready to go. As usual on this run, everyone was given playing cards, each participant selected two cards, and off we went, following the new route sheet.

Proceeding north on the highway, then right up Tooday Rd, with another right turn bringing them out in Mundaring, winding through the back streets to appear at the first checkpoint opposite the Mundaring Hotel.

After a short break, and a selection of some more cards, the participants then proceeded to leave Mundaring via Mundaring Weir Rd, past the Weir, and on towards Peices Brook, turned left and followed Bickley valley to the Karragullen turnoff, then turned right, towards Perth. The route then wound through the back streets of Lesmurdie to finish at the second checkpoint at Lesmurdie falls, where all picked up a further 2 cards.

Like all good plans, there are always challenges along the way, and during this leg of the trip, I discovered that there was a major pushbike event in progress in the centre of Kalamunda. The police had all the roads blocked off in the town centre, which of course was right where we were going, so I had to rapidly change some of the directions, so my crews would not get lost.

After a short break, the rain-gods decided they might sprinkle us a little, so we selected another 2 cards and sett off again to the finish, which was at The Dome Restaurant in Kalamunda. As it turned out the Rain-gods decided to leave us alone, and the day fined up beautifully.

After a quick tally of all the cards numbers, the eventual winner Jean was presented with her prize.

A very pleasant lunch was enjoyed in excellent company. After about 2 hours, we departed headed our own separate ways. Than you to those who made the effort to come along.



## HOT ROD PIONEER PHIL REMINGTON DEAD



One of the true hot rodding pioneers died In February this year. Phil Remington will be most remembered for his involvement with the Shelby Cobra and then GT 40 and Mark IV LeMans programs for Ford, but he started out in Santa Monica as a hot rodder running the Lakes before and after WWII with his cool modified. Burton, Michigan's Dan Webb recently replicated that car. Carroll Shelby more than once said there would be no Shelby Cobra without Phil Remington. Most of his 92 years were spent in racing, with stints running Lance Reventlow's Scarab program in the late-50s, as well as working five days a week until very recently at Dan Gurney's All American Racers in Santa Ana. Phil Remington's been there for over 45 years. "He is a marvel, an old salt, and an inspiration to young and old," Gurney said of Remington on the occasion of his 90th birthday. "I know, it is a cliché, but when they made old Rem, they threw away the mold.

Remington was one of the most humble people you could meet; yet one of the most accomplished—and he maintained a great backyard garden, too. His daughter Kati, and two grandsons survive him.



## Friendship ~ None of that Sissy Shit

Are you tired of those sissy 'friendship' poems that always sound good, but never actually come close to reality?

Well, here is a series of promises that actually speak of true friendship.

You will see no cute little smiley faces on this ~ Just the stone cold truth of our great friendship.

1. When you are sad ~ I will help you get drunk and plot revenge against the sorry bastard who made you sad.
2. When you are blue ~ I will try to dislodge whatever is choking you.
3. When you smile ~ I will know you are thinking of something that I would probably want to be involved in.
4. When you are scared ~ I will rag on you about it every chance I get until you're NOT.
5. When you are worried ~ I will tell you horrible stories about how much worse it could be until you quit whining.
6. When you are confused ~ I will try to use only little words.
7. When you are sick ~ Stay the hell away from me until you are well again. I don't want whatever you have.
8. When you fall ~ I will laugh at your clumsy ass, but I'll help you up.
9. This is my oath .... I pledge it to the end. 'Why?' you may ask ~ because you are my friend.

Friendship is like peeing your pants, everyone can see it, but only you can feel the true warmth.

Send this to 10 of your closest friends (including the one who sent it to you).

Then get depressed because you can only think of 4.

## BOB BONDURANT BY SPORTS CAR DIGEST



Bob Bondurant has done a few things. The winner of a world championship with Carroll Shelby, the pilot of a Formula One car for Ferrari and the founder of an eponymous racing school, Bondurant can also count among his considerable talents the art of storytelling. A point we learned when Senior Photographer Dennis Gray interviewed the racing legend at the Bondurant School facilities in Phoenix, Arizona. We'd say more, but as you'll see, Bondurant's done a better job of that himself. Enjoy.

**Sports Car Digest: Let's start with your history and how you ended up becoming a racer. How did it all begin?**

**Bob Bondurant:** Well I was born in Evanston, Illinois, on June 27, 1933. My parents lived there for two years. My Dad had a couple of car dealerships, and they had a big huge energy crunch back then, and he lost everything. So we packed up and moved as far west as we could go, and I grew up in West Los Angeles, in Southern California between Beverly Hills and Santa Monica. I was a driver out there. It was a little more open back then, and I started out on a Wizard motorbike and then got into a James two-stroke motorcycle and that was fun. I went over to the Harley dealership with my motorbike and they all wanted to do wheelies on my James motorbike. My James could do it, so I said, "I want to drive your Harley." I said, "I will let you do it drive mine if you would let me ride your bike." So that is how I really got riding motorcycles. Near the dealership there was a huge undeveloped property, so we made a little dirt track oval and we raced around on that. When I was 18 I bought a 1937 Indian 101 Scout bike and I started doing flat track oval racing, quarter-mile flat track dirt, half-mile and then on the Del Mar mile. We raced at Carroll City Raceway in Southern California, Clover City Speedway, and in Bakersfield they had a little half-mile oval with soft dirt compound that was really good. So you started running handlebar-to-handlebar and wheel-to-wheel with your competitors.

One day my cousin came by—every year at Christmas time we had a family get together. I had just bought a new Mercury Montclair; I thought that was really cool. My cousin had a Jaguar sedan and I thought it was kind of ugly. I said, "Hop in and I will take you for a ride in my Mercury." He said, "I will do that only if you agree to drive my Jag," and I said OK. We lived up the Hollywood Hills. I drove his Jag and I was surprised, it handled really well. So we started talking about Jags, and we went over to the dealership that had Jags and other vehicles. The salesman was Ken Miles, at the time I didn't know him, but we ended up working together at Shelby. I said I wanted to test one and he said OK. He said just go ahead and drive it, so I went up Mulholland Drive and just normal streets, came around the corner and there was some gravel and went sideways and saved it. I thought, "If I had been in my Mercury I would have been in somebody's front yard! A Jag really handles." I traded my Mercury in and bought a new Jaguar XK140 Coupe. Then I ran into a guy who had a 120 Roadster with chrome wheels and an exhaust that really sounded good, and I drove it and did a really good job. So I traded in my coupe and I bought that one, which I drove for a long time. It got me into going to the races and all that. My cousin took me to my first road race up at Santa Barbara, and I saw my first race there. They had more than MGs and Porsches there, they had a lot of homebuilts. So I watched the road racing for about a year, and I thought, "I can do that," so I bought a Morgan Plus 4. Because of my motorcycle racing background I would have liked to get a sponsorship, but the only thing I could get was parts, so I decided that was better than nothing. Once I started racing my Morgan, after every race I had to put new rod bearings in. The sponsorship paid off, ha ha! Because I was in the production car I was stock, but little did I know not



## BOB BONDURANT BY SPORTS CAR DIGEST

everyone was stock. I finished second, and third a lot, the worst thing was to finish fourth. You were racing against the Speedsters then, too, and so I had a few races with them. Then I sold my Morgan and bought the '57 Corvette that Bob Thomas had built up that had won the championship the year before.

**SCD: Who drove it then?**

**BB:** Bob Peterson. I bought it in August of '58. I was watching all the races, and that is when there were about 35 Corvettes in the race and I was in awe of these guys; they drove fast and a little wild. So I entered it in the first race in Santa Barbara and the car worked fantastic. The second race was at Riverside, and I went out and practiced and the crankshaft broke. I didn't have any money to speak of and so I was out of racing. A young guy named Don Betles was my motorcycle mechanic, but I hadn't seen him for a while until I ran into him at a used car lot and asked him what he was doing. I told him my Corvette crankshaft broke and I didn't have the money to fix it. He said he would make a deal with me. If I bought the parts he would rebuild the engine for me. And he said: "Every time you win you don't have to pay me." That was a fantastic inspiration. That is when I won 18 out of 20 races. And the other two times I came in second. We got a sponsor about halfway through. It was London Motors down in Southgate. They had a used car lot and it was mostly used Corvettes. He fixed the Corvettes and I sold the used Corvettes. There was a grocery across the street and we ate there. We moved down there so we could eat there, and that is how we started doing all those races. That was a fantastic time.



Bondurant won 18 of 20 races in his #51 1957 Corvette during the 1959 racing season. (Bondurant Collection)

**SCD: Did you find the Corvette brakes to be a problem?**

**BB:** The brakes were never good in the Corvette, but Bill Thomas built it with different brake pads, and I never come up and slam the brakes on. In the Morgan I'd come up and squeeze the brakes on, lighter and lighter, kept putting more weight on them. After I was teaching for a few years, I learned to do what we call a trail brake, when you came up to a turn, you brake lighter longer, if you brake too hard then you have to gas it and so you brake lighter longer and power sooner and add the power. When I won the best Corvette driver of the year, or the Valvoline car of the year, I sold it as a winner in 1960. Then I started to drive for other people with Corvettes. With 35 Corvettes in a race, the first thing I learned was to get a body shop sponsor because you get fiberglass flying everywhere! Andy Porterfield was winning all the races before I began racing Corvettes, but then I started beating him. He was a really good competitor. At the gas station they had a body shop in the back, and the guy said, "Do you know you're overweight? Don't worry about knocking a fender off, because every time you do, we'll make it lighter." Toward the end of the season I think it was legal weight. So I kept racing Corvettes for a long time. We all cheated in one way or another to get more power out. Then I bought another '57 that I found. It was a red one, all set up nice, and I won a lot of races in that one.



Under the bridge at Pomona in his 1958 Chevrolet Corvette #614. (Bondurant Collection)

To be continued.....

## WHITEMAN PARK



Unfortunately I didn't receive all of the results or any more photos other than what I have published for the Whiteman Park show. I will include more in the next edition if they are sent through to me. Ed

# FOR SALE



Light set. 4 amber single filament, 2 red dual filament. \$150 (set of 6) ONO Side repeaters \$24 (pair)  
ONO Contact Eddie 0400 599 168

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