



VOLUME 40

SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

SEPTEMBER 2013

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Clubman of the year



Dave Kent presented Eddie Terrell with the clubman of the year at the 2013 Annual general meeting.

Eddie thanked all of those who took the time to vote, and especially those that made contributions to the club magazine throughout the year making the job of club magazine editor that much easier to deal with.

See page 4 for the 2013/1024 club calendar

PRESIDENTS REPORT BY DAVE KENT

G'Day Cobra nuts

I'm baaaaack!!!!!!!!!!!!

I must say I am surprised to be sitting here writing my first Presidents report for the 2013-2014 financial year. I would have thought you would have had enough of me by now. Thank you one and all for placing your faith in me for another year.

Welcome back to my hard working fellow committee members and welcome aboard to a couple of new faces in Simon Glossop and Jock McBroom.

Let's try and make this a big year for the club by getting involved in club events or even putting your hand up to organise a run or function.

Speaking of functions Ron & Nola have kindly offered up their fantastic deck area for this years Christmas function which once again will be a fully catered affair with all the trimmings. This has been set down for the 01 December 2013 so mark your calendar now and be sure to RSVP Ron & Nola so we can advise numbers to the caterers.

I'm sure many of you will have heard by now that Al "more horsepower" Dewar has discovered that there is a limit to the mechanical torture which can be meted out to components having had the red beastie lunch on it's diff. Never mind Al we wouldn't want you to run out of bits to rebuild or upgrade. I guess we will just have to wait a bit longer to see it attacking the Motorplex again.

Let's hope the weather improves soon so we can all get out and about in the Cobra. This long wet winter has certainly spoilt the driving experience. The upside for me of course is plenty of time to invest in work on the Mustang and as those who were here over the weekend will attest it is almost ready to bolt the XR8's independent rear suspension into. A massive undertaking I can assure you but I'm sure the driving experience will be well worth the effort. The steering column from the XR8 and under dash brake booster/master cylinder setup are also happily residing in the car.

Enough from me sit back and enjoy the rest of the magazine and make sure to keep dropping those articles on Eddie's desk so he can include them in upcoming issues.

Thank you

Dave Kent (President)



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CLUB CALENDAR 2013/2014

Month	Club Runs		Club Meeting	Event	Depart Time	Information	Organiser
	Sat	Sun	Wed				
Sept	14			Super Southern Weekend Run	7:30AM	Armadale start for a Bush Breakfast	Dave Kent
Sept			18	Whoop Ass Wednesday	4:00 PM	Motorplex	Alan Dewar
Sept			25	Veteran Car Club (BBQ)	6:30 PM	BBQ and September General Meeting	Club
Oct	12	13		Lancelin Motor Museum		OR Goomalling Sprint - 19th Oct	Dragan Simic / Ron McNally
Oct	26			Go Karts Wanneroo	TBA	Club Kart Champion	Troy Kent
Oct			23	Veteran Car Club (BBQ)	6:30 PM	BBQ and October General Meeting	Club
Nov	9	10		Margaret River / Overnight	8:00 AM	Depart Pinjarra - 8:00AM	Ron McNally
Nov			13	Whoop Ass Wednesday	4:00 PM	Motorplex	Allan Dewar
Nov	Thurs 21st Nov			RAC Track Day	TBA	Club Outing	Ricky Virago
Nov			27	Veteran Car Club	6:30 PM	November General Meeting	Club
Dec		1		Christmas Function	TBA	Ron & Nola's Dawsville Resort	Ron McNally
Dec			14	Gidjegannup Blast	TBA	Progressive Pickup to TBA	Dragan Simic / Ron McNally
Jan		12		Beach Breakfast Run	7:00 AM	Meet at a Restaraunt or BBQ (Yanchep) for Breakfast	Simon Glossop
Jan			22	Veteran Car Club (BBQ)	6:30 PM	BBQ and January General Meeting	Club
Feb	8			Big Al's	All Day	Big Al's Poker Run	Jessie Kent
Feb	22			Galaxy Drive In	6:00 PM	Galaxy Drive In - Movic Night	Simon Glossop
Feb			26	Dick and Leone Hogen-Esch	6:30 PM	Departing Hungry Jacks Baldivis - depart 7:00PM.	Ron McNally
Mar		8		Harry's Fish and Chip Run	10:00 AM	New Norcia for Lunch	Ricky Virago
Mar			19	Whoop Ass Wednesday	4:00 PM		Allan Dewar
Mar			26	Club Meeting	6:30 PM	BBQ and March General Meeting @ South Perth Foreshore	Club
Apr	12			Graham Sach Memorial Run	TBA	York Railway Carriages	Allan Dewar
Apr			23	Veteran Car Club (BBQ)	6:30 PM	BBQ and April General Meeting	Club
May		11		Dwellingup / Boddington	8:00	Meeting at Ye Olde Narrogin Inne at Armadale	Dragan Simic
May			28	Veteran Car Club (BBQ)	6:30 PM	BBQ and May General Meeting	Club
June	14			Stringy Bark	10:00 PM	Depart Burswood Car Park	Alan Dewar
June			TBA	Barbagello Tuning Day	TBA	Find club to play with	Ricky Virago
June			25	Veteran Car Club	6:30 PM	BBQ and June General Meeting	Club
July		13		Jarrahdale BBQ	12:00	Dave Johns (Confirmed)	Dave Kent
July			23	Veteran Car Club	7:30 PM	AGM Followed by the July General Meeting and supper	Club
Aug	9			Dyno Tuning Day	8:30AM	Andrew Finch / Allan Dewar	Andrew Finch / Allan Dewar
Aug			TBA	Belmont Indoor Karts		Club Kart Champion	Alan Dewar
Aug			27	Veteran Car Club (BBQ)	6:30 PM	BBQ and August General Meeting	Club

GARDNER DOUGLAS BUILD - BY PETER GRAY

Before I start.....apologies for lots of words but no pictures...

I am very happy to report that prior to my departing to the UK; my second trip to the Roadbend Jaguar garage resulted in a pass on the 5 gas test.

In truth, it was all a huge anticlimax. As described in the previous report, as a result of the total lack of interest from any Perth based tuning shop, I had spent many late night/ early morning hours on Syke in discussion with Mastmotorsport in Texas in order to learn about and understand their engine management computer system. The result was a plan based on a two page schedule of step changes and notes that would slowly take me through a whole raft of modifications to the mapping and hopefully home in on a map that met all of the 5 gas requirements.

The original readings at idle and 3000 were all good except NOx at 3000RPM which was over 90ppm; some three times over the limit.

On arrival at the garage the car was run for 5 minutes to get everything good and hot - the first set of readings confirmed the NOx was way out at over three times the limit and a couple of the others just wide of the mark.

The first change was to twelve cells on the spark crank angle and a very slight change to the AF ratio.

A few seconds after hitting the enter key the technician called out that the figures were dropping and within 15 seconds the NOx had dropped to 22ppm and all other figures were within tolerance - simple result from the very first change to the map...

After that it was back to my Engineers garage where, although we had completed some preliminary checks the previous month, the final brake and noise test was completed. This was always going to be an interesting day as I had received some comments about my car having no brake vacuum servo booster fitted. This had never been an issue for me as the swept areas, various forces, temperature gradients, pressures and expected retardation had all been carefully calculated and sized without the need for a vacuum servo. So on the day I was intrigued to establish just how the designed and installed system would perform. With a pedal pressure pad in place and the testers 'box of tricks' on his lap we went through the test process and I was very pleased to hear a muffled grunt from the engineer in the passenger seat harness as I hit the brakes so I was pretty sure that all was OK - which proved to be the case - in amongst the recorded gobbledygook there was a stopping distance of 16m and retard max of 1.3G - pretty happy with that.... From the drivers perspective the good news is that you are provided a huge amount of feel /feedback through the pedal to the driver. Ideal for a [very] high performance car.

With the road work completed I asked my engineer to look the other way for a couple of minutes while I shoved and secured some diffusers into the tail pipes after which 3000 and 4000 rpm engine speeds delivered up 85 and 89 dB - another good result.

Then it was off to a weigh bridge to get total and axle weights recorded. Total of 1000kg on the nose and a perfect 50:50 weight distribution between the front and rear axles.

After that I was very happy to go off on vacation and leave the ICV paperwork to my engineer.

A month later after returning from leave I spent the first weekend winding up the springs and ride height so it now resembles an off roader but I will be able to drive it over 110mm boulders. Then it was removing bits and covering bits and generally preparing the car to meet the various requirements of the pit inspection. Whilst doing this it was extremely annoying to discover that, for some reason, I had lost the high speed on the wipers which after checking I was informed is a fail at the pits [not having two wiper speeds].

GARDNER DOUGLAS BUILD - BY PETER GRAY

The next weekend was spent removing the dash yet again (I'm thinking of putting it on hinges from now on !) and under trays to reveal the motor and harness. A simple crimp and some solder - the wayward wire was popped back on and the 2 speed wipers were back in operation. As an afterthought I have decided that once it's been through inspection and the dash comes off the last time to be covered in its foam leather I'm going to solder every crimp joint and connector on the dash loom- there's a lot of them but even using a high quality crimper has resulted in several issues and I really don't want to see any more loose or resistive joints.

On the advice of my engineer I also fitted a mesh over the air intake mouth, apparently to stop young children from inserting various parts of their anatomy. As ever with these 'quick' jobs, implementation proved far more difficult than conception due to my not wanting to drill holes through the body work and partly from my having to use a chicken wire as a temporary fix. The stuff seems to have a mind all of its own and a determination not to bend or shape to the desired position which resulted in a good few hours of swearing, scratches, cuts and general bloodletting. Eventually I managed to get some mesh into place and fixed with good old Sicaflex although I did have to remove best part of the air duct work to get access.

Shortly after, a fax from WA transport arrived with the new chassis number which was quickly engraved onto a nice piece of anodised aluminium and secured to the chassis making the car ready for pits.

On 31st July a large envelope from WA Transport arrived with my copy of the completed /compliant ICV checks, an exemption note for my 4 point harnesses and side pipes(interesting as I don't have side pipes) and a letter of 'approval to inspect' .

A phone call later and a few more dollars and the car was booked in for Wednesday 14th Aug.

Turning up on the day - what was supposed to take 45 minutes ended up at just short of three hours and [of course] a fail Before going any further I should also apologise for there being no pictures in this report - unfortunately I took my camera with me to the licensing center and as a direct result of the cars failure and my temper, it did not survive the visit and I am currently looking for a replacement digital camera...

The first 45 minutes was taken up my having to prove that they were actually looking at the correct car due to some significant 'inconsistencies' with the ICV engineering report.. On finally walking round the car I was very happy to hear the examiner making some very complimentary comments about the look and apparent quality - it then took him 45 seconds to sit in the car and announce it would fail it for not having a remote engine immobiliser.. Unfortunately I had been informed [incorrectly as it turned out] that the steering lock was sufficient security. Eventually the car also failed on a couple of rear suspension nuts that did not have two clear threads showing, side repeaters that I had changed from orange filament bulbs over to white diode lamps and not coloured the lenses, an exhaust Mikalor clamp that was touching the chassis, the examiner was not happy with the level of steering self-centering and asked for 'more self-centering' to be enabled and they *really* did not like the Image split rims as they didn't have multiple construction codes cast into them. At this point it would be fair to say I was pretty stressed with the whole process. The final twist was my trying to take a flash picture and the camera battery dying. My being 'somewhat agitated' at this point would be a significant understatement with the unfortunate result that my camera got in the line of fire. Hence the demise of my poor digital camera. Having built and registered cars [literally] all over the globe I am left simply open jawed at the system, bureaucracy, the lack of information, the 'cash cow' of grey areas and interpretation one is forced to deal with. The European IVA regulations have a LOT going for them. To be honest, although I have heard all sorts of stories around the 'pits' my examiner was great, extremely understanding and helpful. He did try to assist and advise where he could and even spoke to me at home on the phone the following day to offer some advice on the retest and to advise me that he was going to ensure he did the retest to avoid any other issues cropping up.

GARDNER DOUGLAS BUILD - BY PETER GRAY

In real terms there were no show stoppers on the list of correctives, fixing all of them required just a bit of focus. A couple of quick phone calls to the UK resulted in Image wheels sending through a mass of TUV, ISO, BS and BS AU design and construction governance and certification data. I had sent Gardner Douglas some pictures that I took at the licensing center, of the rear suspension prior to the poor camera meeting its untimely death. They quickly called back to tell me I had fitted the wrong nuts to the rear upright damper connections, pointing out that there were in fact another two bolts that the examiner had missed that were suffering the same problem he had picked up. This is simply corrected by GD sending me four of the correct shortform Nyloks for fitting. The wayward exhaust clamp was fixed in a few minutes. A small pot of Tamiya modelling 81526 X-26 clear orange acrylic paint did a brilliant job of re-colouring the inside of the repeater lenses. Moving the last caster plate from the negative to positive position and experimenting with the front tyre pressures have delivered up a much improved turn recovery but I also sent for some additional OEM castor plates to push the castor to positive 6.5 degrees and see what happens.

The final piece is the ignition immobiliser. I got in touch with Ricky Virago who actually had a spare unit but eventually I decided to fit a Dynamco basic unit. So it was – for what felt like the hundredth time – out with the dashboard and wire in the unit and its LED. Having fitted the immobiliser I thought to call my insurers to inform them that my car now had an Au approved cat 3? Immobiliser. They quickly told me they could not care less if it had one or not – so, as the youngsters say WTF ??.

Unfortunately as of today the 12th that's exactly where things are - five of the six items are corrected - I am still working castor/camber/toe-in tyre pressure issues. This coming weekend 14/15th Sept should be the last days of the suspension adjustments and I can go for retest

One can only hope and pray Seriously had enough at this point....



Editor's Note: This guest post is courtesy of the Car Care Council, which is dedicated to educating vehicle owners about the benefits of regular vehicle maintenance through its "Be Car Care Aware" program.



Sooner or later all batteries have to be replaced, and excessive heat and overcharging are the two main reasons for shortened battery life. Heat causes battery fluid to evaporate, thus damaging the internal structure of the battery. A malfunctioning component in the charging system, usually the voltage regulator, allows too high of a charging rate, leading to slow death for a battery. Colder temperatures increase the thickness of the engine oil, making the engine harder to turn over and the battery work harder, leading to harder starting.

To get the most life out of a battery, the Car Care Council suggests the following:

Be sure the electrical system is charging at the correct rate; overcharging can damage a battery as quickly as undercharging.

- If your battery is the type that needs to be topped up, check it regularly, especially in hot weather. Add distilled water when necessary.
- Always replace a battery with one that's rated at least as high as the one originally specified.
- Keep the top of the battery clean. Dirt becomes a conductor, which drains battery power. Further, as corrosion accumulates on battery terminals it becomes an insulator, inhibiting current flow. If there are encrusted deposits on the battery, carefully clean the terminals with a wire brush dipped in baking soda and water.

Check that the battery cable ends are securely attached to the terminals. A loose cable end can cause a car not to start and mimics the symptoms of a dead battery. Be extremely careful when disconnecting the battery cables from the brackets. If you do need to disconnect the battery, remove the negative terminal first, then the positive.

Make sure the battery brackets are tight. A loose battery can be knocked around while driving, causing the life of the battery to be shortened dramatically.

YORK MOTOR SHOW - PHOTOS BY GRAHAM ULLOCK

We left home in Maida Vale at 8.30am with the weather looking crisp & clear of clouds/ rain. Crisp was the operative word all the way up to York, and once again, the speed was kept at 90kph due mainly to the wind-chill factor, which made the cockpit cold enough to chill the gauges up with condensation.

Upon arrival, we were ushered into prime spot in the main street display, right outside the Court-house.

There were enough cars on show to completely fill the main street of York, angle parked, down both

sides, the cars then spilled out into the car parks and lawn area between the back of the parked, down both sides, the cars then spilled out into the car parks and lawn area between the back of the main street and the river.

All in all, there were about 250-300 cars in total, and most car clubs were represented, including vintage, veteran, hot rods, street rods, and classic styles. It was a beautiful sunny 20deg day, spent talking cars, as you do at these shows, and again, with ONLY ONE COBRA representing our club.

Would have been nice to have a few more Cobras around me, but it seems others in the Club are a bit shy to show them off. That said it was a good day, we headed home at about 3pm. A really great drive back to the big smoke under bright sunny skies.



GO KART NIGHT - BY AL DEWAR

The 2013 CCCWA Go Kart night was held at the usual venue in Belmont on 20th August with a turnout of 12 club members, a member partner and a ring-in invited by Simon Glossop. (Wayne Henderson). A few other member partners came along for moral support and additional adjudicating. (I.e. to prevent a repeat of the previous years' confusion and make sure the trophy went to the right person)

The format for the evening was a "Monaco" event in which we were divided in two groups and each group had two races of 12 laps with the first race having a 3 lap warm up. At the completion of the qualifying events the 8 drivers with the fastest lap times were invited to race for the winner's trophy.



The object was to stay away from other drivers and avoid becoming stuck behind a slower driver, as the winner of the trophy was the driver with the fastest lap time, not the driver that passed the most karts.

It was a chilly night but the competition was red hot and no quarter was given. Although there was a strict "no bumping" rule laid down by the venue, drivers seemed to forget the tactic of staying away from other karts, and instead a white knuckled, ferocious attack on the track ensued. The only lady driver amongst us received no courtesy from the testosterone loaded men and she got more than her fair share of bumps into the side rails. It was a good thing she couldn't see the laughter on the guys faces under the full face helmets as they repeatedly bounced her out of the way.

After the first race it became obvious which were the karts to get and the karts to avoid but to keep things fair drivers were not permitted to choose their own karts and instead were allocated a kart by the venue and the theory was that no driver would have the same kart twice.

In the end, the winner was in fact the driver that was allocated the fastest kart in a qualifying heat and in the final race and although there was a small amount of mumbled discontent by others, no formal protests were issued and the winner of the trophy was awarded to the ring-in.

Congratulations go to Wayne Henderson for first place, John Murdoch for second place and Trevor Perceval for third place. Thanks to all who attended and supported and we look forward to doing it again next year.



How to Calculate Optimum Fuel Injector Size

by [David Fuller](#)

This much you know: A) you've upgraded your vehicle with a variety of aftermarket mods, and B) you want to get maximum power from those modifications. The question is how to get from point A to point B.

One possible answer is to swap out your stock fuel injectors for larger, higher flowing aftermarket injectors. ACCEL, for example, makes an excellent aftermarket injector that outflows most stock injectors by eight to 14 percent. ACCEL was even nice enough to supply us with information on how to choose the right size fuel injector (ACCEL or otherwise) for your application.



Step 1: Determine Horsepower

You can figure out your horsepower at the crankshaft by having your vehicle dyno tested. ACCEL says you can also make a realistic horsepower estimate by using the manufacturer's advertised horsepower, plus a conservative estimate of the horsepower gains of any aftermarket modification you may have made.

Step 2: Determine Approximate BSFC (Brake-Specific Fuel Consumption)

Brake-specific fuel consumption, BSFC for short, is the amount of fuel consumed per unit of power produced. You can determine exact BSFC through dyno testing or estimate this figure using the following chart below.

Engine Type	BSFC Using Gasoline
High compression	0.45 (no mods) to 0.55 (highly modified)
Super/Turbocharged	0.55 to 0.65 (with modifications)

Step 3: Determine Your Safe Duty Cycle

Duty cycle is the percent of time that the fuel injector is open versus the total time between firing events. The safe duty cycle is 0.80 for most OE engines and 0.85 for modified and road racing engines.

Step 4: Calculate Your Optimum Injector Size

Armed with the information from steps one through three above, you can now calculate the optimum fuel injector size using the following formula:

$$\text{injector size in lbs./hr.} = (\text{Max. HP} \times \text{BSFC}) / (\text{number of injectors} \times \text{duty cycle})$$

We'll use a stock, early-model Ford 5.0L motor with an advertised 215 horsepower for the following example:

$$(215 \times 0.55) / (8 \times 0.80) = 18.5 \text{ lb./hr.}$$

Now we'll give the same engine more efficient GT-40 type components that will lower the BSFC and use a more realistic .85 duty cycle limit. According to Ford, these GT-40 parts will raise the horsepower output to 275 horsepower, so we'll make the following calculations:

$$(275 \times .050) / (8 \times 0.85) = 20.1 \text{ lbs./hr.}$$

Step 5: Fine-Tune the Flow

Until now, your best option would be to calculate your injector size then round up to the next highest available injector size for your application. However, if you have an adjustable fuel pressure regulator, you can change the flow rating of a given injector to more closely match your engine's needs. The calculation is simple if you know your fuel injectors' static flow rating at a specific pressure.

Based on our calculation above, we've selected injectors that flow 20.0 lbs. at 39.6 PSI for our 5.0L. By increasing the pressure to 45 PSI, we can boost the flow rating of our injectors. To find out the exact new flow rating, we use this calculation: [Square root of (new pressure/old pressure)] x old flow rating. Here it is applied to our 5.0L example:

$$\text{square root of } [(45 \text{ PSI}/39.6 \text{ PSI})] \times 20.0 \text{ lbs./hr.} = 21.3 \text{ lbs./hr.}$$

This flow increase can support about 15 additional horsepower from engine modifications. While the adjustable regulator works as an excellent tuning tool, you should not increase your fuel pressure above 55 PSI—this is the absolute limit the stock fuel line fittings are designed to handle. If you're planning on adding significant power adders later, keep in mind you may have to upgrade injector size.

BOB BONDURANT BY SPORTS CAR DIGEST

Continued from Volume 39

SCD: Didn't you race at Sebring in a Daytona Coupe with Jo Schlesser?

BB: Yes, I drove with Jo Schlesser in '65 at Sebring. We were having breakfast and he orders a glass of red wine, I said, "Joe, what in the hell are you doing?" He said he always had a glass of red wine at breakfast. I said no. I let him only drink half the glass. That was the year they had a terrible rain, and we were both very, very quick. I knew I was getting close to coming in, then I got the signs for three laps, then two laps, and then the last lap. It had just started to rain as I was coming in. Now in Europe for the first two years I raced it never rained, and I was surprised. But in '65 it rained every single race at practice, qualifying or the race—or all three. So I said, "It's yours, Jo," and he said, "Thanks, Bob." We came in and changed drivers and tires and took on fuel. Our car did not leak, the car that Phil Hill was in was full of water. He took a center punch and punched holes in the floor to drain it. He went back out in it and there was water on his lap. Then it was my turn and it was still pouring like hell, but we won our class and finished fourth overall in the race. That was fantastic. Every time we won we had a wonderful time together. We drove well together. He was quick, he never damaged the car, he was very easy on it.

When we did the Tour de France at the end of 1964, it was a 10-day race and I had to trust someone that I could ride with who wouldn't put us off somewhere, so I chose Neerpasch, even though he never used a seat belt. We went on the Tour, we went to each hillclimb and we practiced it in between races. We would get together and go to the next hill town. At Rouen, coming in to Rouen at the next race I could feel the throttle cable starting to come out of the fitting and so I told the mechanic. He checked it and said it didn't look like it, but I said well it is. So we got a good start and got into the lead, and with about three laps to go, at the bottom of the hill the throttle cable came off. So I jumped out of the car and looked under the hood, and I had one French Franc that I folded up to use as a screwdriver, and it fit perfectly on the idle screw. So I set the idle at about 3000rpm, put the hood down, put it in gear and took off and finished the race that way.



SCD: How would you describe your driving style?

BB: I was quick, and very smooth. I always wanted to take care of the car. I learned that in the Corvettes and in Old Yeller and every car I drove. I would always try to go as quick as I could in the first five laps. After the race at Rouen we had to put a new throttle cable on, so we lost a lot of time. You couldn't work on the car before the race, the only time you can work on it is after the race. In the meantime all the race traffic is on the highway and going to downtown Rouen, a big town. Jochen was with me, and I told him we don't have time to make a little pit stop because we always had a pit stop down the road maybe a mile or two because we needed to change tires on a longer track and change the gear ratio and make it a little higher. So we pulled into the first gas station we came to and I told him to grab one hose and I would grab the other one, and we filled it up with gas, jumped inside and took off. I said we didn't have time to change the tires because if you're late to the next checkpoint you're disqualified. We're going down the highway and we were doing 160mph or 170mph, pretty much flat out, a couple of times and Jochen said, "Bob please be careful," and I said, "I am!" So he put on his seat belt and the harness for the very first time. We got to the checkpoint with 19 seconds to spare. If we had changed the tires we would have been disqualified.



BOB BONDURANT BY SPORTS CAR DIGEST

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SCD: Tell us more about your driving style.

BB: I was smoother, I knew the white line and I controlled the weight of the car with the brakes and the throttle. I never called it trailing brakes until after, at the school, but I would squeeze brakes on and I could brake later. I really learned to do that a long time ago in the TR2. I have always been smooth. I was when I was racing the bikes, too. I learned to be smooth and judge my distance coming into a corner and judge my entry point, exit and all that. When I learned hillclimbs I got up at 4 a.m. I had never done one before; it's rough. So I would get up at 4 in the morning and drive up and down the hill. Around 7 a.m. people who lived up there started coming down the hill. I was using all the road in my VW bug. I was thinking that the Cobra was going to understeer in this corner and oversteer going into this corner, and in my bug you just drive around it. I would do like four or five runs and visualize the right corners and then I would do it again and change something. As you ride it down it stays in your head; I didn't know I was doing that. The only other people who were doing that were the Porsche team and Abarth, but I was up there early before they got there. One time Edgar Barth was coming down the hill and I was using all the road going up, and he came around the corner and I said, "Oh Shit!" Later we met down at the bottom and he said, "I think we should do this together," so he taught me something, too.

SCD: Did you ride together in Barth's car?

BB: Yes. I got to know every driver on the hill. Over here the tracks are so short. Over there everything is much longer and much more difficult. Spa and Reims were the two fastest circuits over there at that time. Spa was all down hill and up hill, mountain roads, and people would live along the sides, and so you had to learn how fast you could really go into the corner. I would always go, lift a little bit and maybe the next lap lift a little less until I found the point that worked for me going quick like that. That's how I set the lap record at the Nürburgring.

SCD: Can you tell me who the other Cobra drivers you shared with were?

BB: Well the other two were mainly Neerpasch and Schlessler, and then Allen Grant drove with me at Monza. That was very interesting, because it was the last year they raced along the banking. The banking was so rough your vision would bounce all over.



Not seen before in America - FIA Manufacturers Cup won in 1965 by the American Shelby Cobra Team. (Bondurant Collection)

BOB BONDURANT BY SPORTS CAR DIGEST

SCD: Then in 1965, you came back to win again at Reims and sew up the Manufacturers title, you and Schlessler.

BB: Yes. On the 4th of July, with Jo Schlessler.

SCD: Was that Manufacturer's title as big a deal as the F1 crown then?

BB: It was bigger.

SCD: Did they make a big deal about it?

BB: Over here they didn't make such a big deal. I was in France, and Shelby was not in Europe at that time. Ford said, "You're going to work on the Ford GT40 Mark IIs. We need more horsepower on those cars, and this is the last race that you do with the Daytona Coupe." I didn't know it at the time. We were all so excited that I did that in the Coupe, and then at the next race, which was the Coppa Citta di Enna, we won our class again and that was fantastic. We were all excited, and I am sure Shelby was excited. I was just glad that we won it, all of us competing together. It was fantastic. So I had a driving jacket, my Cobra jacket, and I had a patch made up that said "FIA World Manufacturers Championship," and another that said "Winner" on it. Shelby never made one. I am the only one who made one. Maybe ten years ago, I saw it—I still fit in my jacket—and I thought, "Wow, that is good!" I thought that it was good, and he said, "Well, I'd like to make one." I said "Go ahead," but I have never heard whether he made one or not. To my knowledge I am the only one who has one. I'm sure Carroll and the guys at the shop were all excited, but that was never expressed much to me. Ford never said anything to me about it.

SCD: During 1965 and 1966, how many times did you race the Ford GT40?

BB: The GT40, I raced it twice, at the Daytona 2000 kilometers and at Le Mans. I have a hell of a story from Daytona, where we finished third. I wasn't paying attention to the drivers well enough, I went around the oval for some reason twice. I don't know what I had on my mind. I pulled away from John Surtees, he was in a Ferrari, coming out of Turn 2, and I was probably at least 10-12 lengths ahead. Coming out of Turn 4, he was going probably 200mph, and I was way ahead. Then I saw the cone set up to turn in, I saw that and I thought, "Shit, I am never going to make it," and if you pass it you are disqualified. I was braking, downshifting, and then I turned in, but I didn't come across the part where you come back in on the oval properly, and they wouldn't let me back on the track until the last car had gone past. They didn't like me or something. So we took off, and we ran real hard, and then it was time for another one of those little "Shelby said slow down, because Ford was there." Ken Miles and I had both tested those cars, and they had a lot of miles on them. The car had a Colotti gearbox, and Ford was worried that I was going to break it, but I did not, you just drive a little slower and smoother. Ford wanted me to slow down. Ken Miles and Lloyd Ruby were in the other GT40, and they ended up winning. Surtees and the Ferraris dropped out and didn't finish. My co-driver was Richie Ginther. Richie was a fantastic mechanic. We had understeer with that car, so he took some aluminum and made two dive planes, one on either side in the front. It handled perfectly from that point on. We ended up finishing third overall and second in class. Once I came in to make a pit stop and let Richie take over and it wouldn't restart—the condenser had failed. You never think of a condenser failing. They never even looked for it. They couldn't find the problem and we lost a whole lot of laps just waiting for them to figure it out. I slowed down when Shelby was out there. He came out later with a knock-off hammer. Slow down! I would slow going by the pits and then I would go like hell. It was kind of a trademark after that. He had me come in and told me to get out of the car. I said I'm not getting out of the car. So we had a little tiff and after that I found out it wasn't Carroll who wanted me to slow down it was the Ford guys. I told Shelby "We are losing a lot of time, we just lost two laps so let me go back out." And he finally said go ahead. So we lost a couple of laps there and we started un-lapping ourselves from everyone and Richie, who was a fantastic driver himself, and I started catching up. Jo Schlessler in the Daytona Coupe was second and we were third. Jo was a fantastic driver. He was the better of my co-drivers, because he knew how to take care of the car. He was really quick, and when we qualified we were always within a few tenths of one another.



BOB BONDURANT BY SPORTS CAR DIGEST

SCD: Did Ford ever say why they wanted you to slow down?

BB: Well they were worried that I would break the gearbox. Just because if you shift a little slower and smoother it doesn't give you a whole lot of time. But they didn't know that, they didn't understand that.

SCD: You also drove the GT40 at Le Mans?

BB: We were third fastest qualifier. Ford had two of the seven-liter MkIIs. Phil Hill was in one big-block 427 with Chris Amon, while Bruce McLaren and Ken Miles had the other. Amon was quickest, the Ferrari was second, I was third and McLaren was fourth. I had a 351; and that thing worked perfectly. I was going 212mph down the Mulsanne Straight. We're doing 212 into the Kink and I finally made it flat. It took me four or five laps to make it flat. Then you crest the hill and brake down to where you're going 35mph. The quickest part of the track followed by the slowest. The car and brakes worked perfect. The night before the race they pulled all the engines in the GT40s with 351s and put another engine in. Somehow the heads did not match with the blocks and water started sputtering. So we were all out in just over two hours. Before the race I said don't change it! It worked perfectly. Well, they said, "Orders from headquarters." Then they send the wrong heads for the blocks. They (Ford) never wanted to admit it.



Bob Bondurant, Daytona 1965 (Bondurant Collection)

SCD: When did you get the phone call from John Surtees about joining Ferrari?

BB: Well we were at Monza for the F1 race and testing the week before, and I was there and had been promised tests with a couple of teams. Honda was there, and if they didn't have any problems they would give me a test drive, and Cooper had promised the same thing. Jack Brabham was there and said if he had time he'd put me in a car. Well, Surtees was out there in a Ferrari testing and he asked me what I was doing there? He said, "No, the factory did not call you? The Old Man wants you down there at the factory, he wants to talk with you." So the Goodyear guys lent me their car and I drove on down and I got there and the gates were opened and the guard stopped me and asked me who I was and who did I want to see? I said, "Bob Bondurant," and he said, "Bondurant and the Cobra, come on in." I got to know all the Ferrari mechanics in '64 and '65, we all got along great. I am a people person.

So that was great. But Mr. Ferrari was not there, and everyone said they'd let me know when he was coming. John thought he was there. So I was given a tour through the entire factory by the team manager, Mauro Forghieri. I saw everything. The foundry, the race engines, the street engines, building and assembly of the cars and engines and everything. I literally saw the whole place. The race engines were in the race shop, and no one gets to see that. When Enzo arrived he did not show me that, he just showed me the cars. So I was kind of laughing under my breath, "Ha I've already seen that." Cool. Enzo was very, very proud of Formula Uno. I told him "I want to race Formula Uno, when will you let me know?" And he said, "One week, two weeks, when I decide." I said, "OK, Bondurant, shut your mouth, ha," and went back up to Monza. I did not have a ride. I was trying to get a test ride with any of the F1 teams.



1965 Targa Florio. Bondurant shared the Ford GT40 with John Whitmore. (Bondurant Collection)

BOB BONDURANT BY SPORTS CAR DIGEST



1965. Bondurant in the Ferrari Dino F1. (Bondurant Collection)

SCD: Can you tell us more about meeting Mr. Ferrari for the first time?

BB: That was fantastic. I think I told you about checking into the hotel and then for an hour sitting in the restaurant across the street with David Piper. Then Surtees called and said, "Mr. Ferrari is here now, would you like to come now?" I said, "Well we just ordered dinner and it's all you can eat." He said, "Well, Enzo wants to see you now!" Dinner arrived just minutes after he said that and we scarfed it down fast. We had a Ferrari, so we drove out to the factory. The gates were closed, of course. The gates magically opened and we drove on in and parked. Ferrari's right hand man met me at the window and said, "Bondurant, you must come with me, and David Piper you must stay here in the car." So he had to sit there for almost an hour, and I didn't know what else to do. I walked up to the office, it was a very long narrow hallway, and off to the right of Enzo is the memorial to Dino, Ferrari's son, where a candle burns 24 hours a day. Then you walk forward and there is a huge desk and it has six floodlights shining down on it and this is in the evening. We shook hands and I sat down and John Surtees did translation for me. I just felt neat meeting Enzo Ferrari in person for the first time. I mean hardly anyone gets to do that, especially Americans. I felt, "Wow!" He didn't ask me anything about racing. He asked if I was married. I said no, divorced. He asked if I had any children, and I said one. He asked if I would like to come live in Italy? I said if I was driving a Formula Uno. "But you must drive a sports car before you can drive a Formula Uno." That's fine. I said I have been doing a lot of test driving with the Ford GT40s in '64 and '65 when I was home. I said Ford is going to have more horsepower next year. They are liable to beat you. "Ford will never beat me!!" He said, pounding his hand on the desk. I said, "OK, I am just letting you know, so you can be prepared maybe you need more horsepower in your cars." That was the last part of that conversation. He said I would love to have you here, I know you are very



Nino Vaccarella / Bob Bondurant, Ferrari Dino 206S at 1966 Spa 1000km. This car did not start due to an accident. (Bondurant Collection)

quick because you just beat us and no one had ever done that before. I said, "Yes, that was the whole mission, to beat you in the World Manufacturers Championship. No one has ever done that." He said, "Yes, I know all that." I said, "OK, time to stop talking to you about that." He was very pleasant and just asked me chit-chat conversations, nothing strong, then he said I would like to show you the racing garage. I said I would love to see that. I kept pushing Formula Uno in our conversation whenever I could. I said I would really like to race F1. So then we went to the garage and he showed me all the photos of people. The way he did it he was very proud. Formula Uno is over here. The cars are very beautiful and very fast. I never asked him if he would let me drive, I just said be sure to let me know.

To be continued: Volume 41

SEPTEMBER CLUB RUN—BY JESSIE KENT

Well the weather gods have not been very kind us this winter and Saturday the 14th of September was no different so the hard decision was made to cancel the planned bush breakfast run to Serpentine Dam and opt for the safety of Dave & Jessie's place instead.

Harry Mac was the first to arrive and this was seen as a good time to crank up the BBQ. The smell of the BBQ soon had Dave & Regina, Andrew, Simon & Jehanne with baby Nix in tow & Ricky rolling into the yard.

It would seem that Dave had been spending way too much time in the shed and had forgotten how to drive the BBQ because he set about trying to murder the breakfast. The dog however was more than happy chowing down on some of the outcasts that didn't make the grade.

Ironically the sun was shining and all and sundry sat down in the outdoor dining area to fill up on bacon, chipolatas, eggs, mushrooms, hash browns & baked beans washed down with some fresh orange juice.

With stomachs full the shed was opened up so those in attendance could get a first hand look at the amount of modifications Dave has taken on to create a very unique Mustang for Jessie. The car has already been christened "Topless Eleanor" as it is a convertible but is being fitted with an Eleanor style body kit.

There was much discussion about what had been achieved in installing the under dash brake master cylinder & steering column, making space for the monster 32 valve engine and the progress being made on the extensive chassis modifications to fit the independent rear suspension.

All this looking and talking got everybody thirsty so the group migrated to the pavilion to enjoy a coffee and some cake whilst engaging in more general conversation.

After topping up on caffeine everybody decided it was time to make a move before they got into trouble from Jessie for stopping Dave working on the car and headed off to make the most of the dreary day.



OOPS— BY GRAHAM ULOLOCK

Well it had to happen sooner or later. We had a break in the weather last Sunday, so we decided to take a run up the hill to Dome in Kalamunda, which is not too far away if the rain gods started threatening.

So after fuelling up at the bottom of the Kalamunda hill, we started up to Dome. About halfway up the hill, panic set in when Trish shouted that there is smoke coming into the cockpit from under the dash.

Panic has now well and truly set in and I am pulling up on the only section of the hill where there is nowhere to pull off, so up the kerb we go, and abandon ship.

I pull open the bonnet, and am greeted by lots of coolant dripping off everything, and steam erupting from the engine and off everything in the engine room, but no fire.

There is a hose missing from the engine, and nowhere to be seen.

Well its times like this that we pay the RAC for, so we give them a call and wait for the tilt-tray, which turned up about 45 min later.

We were home 5 minutes later, swapped cars and continued on to Dome for our coffee.

At least it happened close to home and not in Dwellingup or York or somewhere just as far away.



SAWYERS VALLEY CAR SHOW BY GRAHAM ULLOCK

The Sawyers Valley car show, which we attended, was held back on the 24th March 2013.

It was a beautiful day, with about 300 cars of all sorts and breeds being represented, but again, one lonely Cobra representing our club.

There was an abundance of things for the kids to do, all free all day. This included miniature Mack truck rides around the show, face painting, go carts, climbing mountain, bouncy castle, free bottles of water, country & western live band for most of the day.

These country car shows really are a nice day out for the whole family. Hope you enjoy the pictures, the last two photos are of my grandson Jonathon Naudi having fun in the free go-karts. I'm sure he completed 1000km by the end of the day.



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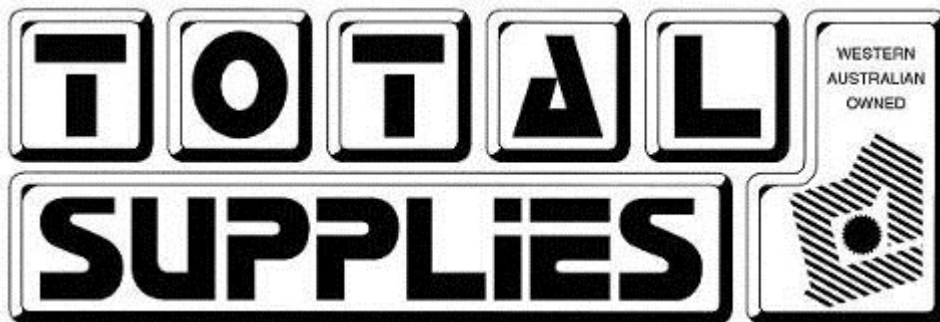
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