



VOLUME 42

SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

JANUARY 2014

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Christmas Party 2014



PRESIDENTS REPORT BY DAVE KENT

FROM THE PRESIDENT

G'Day Cobra nuts

It's been fairly quiet in Cobra Land with the Christmas/New Year break so there is not much to report.

A huge thank you to Ron & Nola McNally for throwing open the doors to their fantastic Dawesville residence for the Christmas function and for their efforts in arranging catering for this event. The day was a huge success with everybody enjoying themselves well into the afternoon.

Thank you also to the newly retired Tony Varis for providing the slushy machine and stocks for it on the day. Thanks also to Santa for making the effort to visit us at our function (he even sent down a special chair ready for his arrival).

I hope everybody has had a safe and happy break and are all recharged for another big year.

On that note just remember that a fair bit of peoples time and effort goes into organising club functions/events so please try to support them as events are organised for all the members to enjoy and if you would like to do something special let one of the committee know as we are always looking for new ideas.



Cheers

Dave Kent

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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

DAX DE-DEON BUILD - BY PETE DAVIDS

Let me first start by saying a big thanks to Eddie who has helped so much in the past few weeks. Thanks also to Ricky, Ron and all the other guys in the club to have encouraged me to get my project going again.

Where to start; well I guess at the beginning. I bought my kit three years ago whilst living in England. I whittled it down to a Dax or AK due to budget, visited both factories and finally decided on the Dax De-dion. The kit uses the newer Jag/Daimler XJ40 donor parts, has a more advanced front suspension system to provide camber correction and Dax themselves sell all the components in progressive sub-kits. Dax makes about 10 kits a month, and I had a three month wait to get mine. Over the next year I got the kit as far as putting the suspension together and putting the body on before I got my migration papers to move to Aus.

The rules and regs around bringing cars into Aus are quite strict and it took me a while to work out how I could bring it in. It couldn't be a personal import because it had never been an 'on the road' car, my only avenue was to bring the car in as parts (precedent 15439800). My problem was that because the kit had the suspension, chassis and body attached as one, the department saw it as a car even though it had never been registered anywhere. As a result I had to take out the suspension and wheels and ship those parts separately. The department wouldn't give any definitive answer on if and how I could bring it in so I just had to take the plunge and hope. When it arrived in Perth it took some negotiating with the department. Eventually though, it got released and I set to getting it all back to where it was.

Over the past year I've got the suspension back in, done a few small jobs on it and I've now turned my focus to getting the engine and gearbox sorted out. Not having a background in mechanics, Eddie has helped me to wade through the technical side of what I need and I now have a shiny new LS3 and T56 Magnum. Eddie very kindly offered a corner in his workshop along with his wealth of experience, and things are stepping up a gear on the road to getting my beast on the road.

No doubt there'll be more entries in the mag as the car progresses, but here are a few pics to show the route to date.



The front camber correction suspension

DAX DE-DEON BUILD - BY PETE DAVIDS



I couldn't face the grey fibreglass every day, so I opted to give it a blast of flat black until it was on the road, settled and I'd decided on a colour. Nothing like a backyard spray job!



The suspension had to come out to ship it, so I made a cradle for it out of some dollies and tubular steel, this then rolled in to my furniture container. The car did its first 12,000 miles on 3 inch



TOODYAY RUN - BY VICKY WILDER



A modest turnout showed up at the High Wycombe Coles carpark on Saturday 14 Dec 13 with Dragan and Jean, Andrew Finch, Trevor Percival and Vicki Wilder at the go line. Of note was the monopolisation of the only tree in the whole car park, which provided welcome relief from the 37 degree sun. Of course, we caused lots of interest and one mum brought her two young boys over for an ogle, there's a couple of members in the making right there!



Getting away right on the 10am knocker we headed out through Kalumunda and the tight windies of the Mundaring Weir, I think we'd all forgotten how much fun they are, but we remained sedate to avoid Mr Plod and made out way to Toodyay. The terrain changes wildly about 35km out and become much more open with fast wide sweepers.

TOODYAY RUN - BY VICKY WILDER

The Coca-Cola Cafe (Toodyay) lends itself to a hot days cruising, the cars can be parked off the road but in sight across the way and the water misters keep you cool while shooting the breeze. Cara, Elizabeth and Annabelle (Andrews Support Crew) all met us there, so we had good crew for conversation. We looked over the Christmas party photos and discussed future runs.



42 degrees on the dash by the time we hopped back in to make our way home and those big sweepers were a joy taking us through Gidgie (bakery - make mental note), but we just so happened to follow Mr Plod in a jam sandwich most of the way home! At least he was in front of us and not behind us and not unhappy which is good for us.



What a great way to start the weekend. Now I can turn my attention to chores. Or, not.

HOT HEADS - BY CHRIS HALES

I have plastered my face with sun block. This is Perth on a hot day. But where am I? Am I sitting in a nice cool spot? No, I am sitting on a race track in an open Cobra sports car. Not hot enough to force me to cancel, but hot enough to sweat the sunscreen off my face and force me to continually wipe my palms on my jeans. Nerves or heat? Sweat. I wish I had gloves. My closed in shoes bake my feet and my long sleeved shirt & jeans reminds me I am wearing cotton for safety reasons in case of fire. Surely a fireproof safety suit might be called for? The helmet weighs a ton, sitting unevenly on my fragile neck, all too ready to succumb to pressure. It doesn't fit snugly like that in a sprint car and there is no safety neck brace. I feel vulnerable in the extreme.

When we arrived, no one acknowledged our presence and I am feeling every one of my sixty five years. When Vern hasn't arrived with the Cobra I don't know if I am disappointed or relieved. I am only too aware of the proximity of the RAC track to the International airport. My sense of direction has never been my strong point. What if I find myself roaring down an international runway beneath a Boeing?



Seeing 20 ambulances parked up at the edge of the track has not increased my sense of well being. Why so many? Just how dangerous is this? There are dozens of ambos in the canteen. Are they fuelling up for our demise?

Vern arrives, grinning. "You up for it Aunty Chris?"

The briefing is just that. Brief. What in the blue blazes is a chicane? I thought it was something to do with the Winter Olympics. What are they on about? Double witches hats for breaking, drive directly to each witches hat. Break before the corner, accelerate out and hit the floor when into the straight. Yeah, yeah, I know that stuff, but this track is so much more complicated than that and they have cut some of it off with arrows and hats and I just know I'll get lost. This is not the anticipated race track I had imagined.

I gingerly head out to the track, yanking hard on the wheel to enter the bend. I should say that without power steering and not at speed, my arms heave on the wheel and if I were driving a motor bike I would be on one knee. Then I put my foot down and before I can breathe I am at the first lot of witches hats, the dreaded chicane. I have to slow down from the frenetic pace to get through the nerve wracking zig zag.

Luckily I have enough speed up to enable the steering to be a little less heavy on my sagging arms. Why does this car not have power steering? It is definitely a cheetah with the mouth of a hippo.



I turn into the next bend, then around into the major S bend that leads to a short straight, where I flatten my foot and almost join the ambulance teams in front of me. That would not be a good look ploughing into them. Break, ease, accelerate and plant it. It feels like my arms are going to come off and the helmet is breaking my neck.

HOT HEADS - BY CHRIS HALES

I have to build up as much speed as possible before the witches hats loom yet again.

This is like life. A few straight runs and a lot of bends that slow you down and almost flatten you.

Before I can breathe I am into the next bend and directly into the opposite bend and flat tack, heading for the beginning corner. Break, head for the hat, accelerate, foot hard to the floor. Concentrate! Oh no, I've taken out a witches hat, but managed the chicane and round into the next bend, the short straight and the S bend.

I repeat this 3 times and return back to the pits as instructed. It is scary driving on my own, because I have only driven the Cobra for the first time a few nights ago.

I'm in melt down. My muscles are tense as steel cables. Focus. Go carefully back through the narrow opening and safely back to the pits. OK, that should do it.... My nerve is going, my head is imploding and my face is red hot. I drink heaps of water, think of heading to the shady verandah, but no it is firmly suggested that I go back and this time make sure I really plant my foot to the boards. Does my nephew want to kill both me and his car?

I go thru the original procedure another three times. The afternoon is getting hotter and I am surely hot under the collar. When I am on lap 11 and feeling pretty cocky it happens.

I have made it through the chicane with ease, come around the right angle bend only to discover I am going way too fast... I am on the shortest straight before the biggest S bend. Unbelievably my foot lands on both break and accelerator simultaneously.

There is a smell of burning rubber on tarmac and a blur of blue smoke and we are spinning. My adrenalin soars on wings of sheer exhilaration and I don't have time to be scared, I am enjoying myself too much. Thank goodness the car seems OK.

Fortunately I am behind the trees and no one sees my misdemeanor. With a bit of luck no one will ever know. I take a deep breath, start the car and try to take off.

But not for long, because the little yellow Cobra has developed heat stroke along with the driver. Just as soon as we are in sight of everyone, the engine dies and I am forced to walk back, head down, the sun beating into my brain. Vern, my ever patient nephew goes off to check out the Cobra. I grab a water bottle and go and sit in the naughty corner. My reaction, apart from feeling that I have killed the car, is the more overwhelming disappointment that I have lost another chance on the track.

The good news doesn't come until I have spent a couple of days worrying about the motor. Yes, the battery was already 2 years old and the wires melted over the starter motor. I think my starter motor melted as well. I have boiling brain. Both the Cobra and I have heat exhaustion. We are a pair of hot heads.



CHRISTMAS PARTY 2014

The 2014 Christmas party was again held at the home of Ron and Nola McNally. A run from the Northern suburbs was led by Miles, picking up several cobras waiting on the on ramps of the freeway.

Ron had arranged for the event to be catered, the food was very well received by everyone and I am sure that there weren't any empty stomachs after lunch.

Tony Varis provided the slushy machines which were also a hit amongst the crowd.

An exceptional good day and once again special thanks must go to Ron and Nola.



CHRISTMAS PARTY 2014



BUSSELTON MOTORFEST BY RICKY VIRAGO

I was recently invited to attend the Busselton Motorfest held on Sunday 24th November, to help celebrate the 50th anniversary of the GT40.



Myself, along with six other owners took our GT40s for a display amongst numerous other cars attending the show. The GT40s varied in make from the British based Tornado and GTD to the Australian produced DRB and Roaring Forties cars. Each varied from the relatively traditional GT40 styling to the luxuriously appointed DRB with big screen in dash entertainment etc....

A stand out was the renowned GTD twin turbo GT40 of Cos Sorgiovani. This car is a feast of engineering and aside from the



twin liquid to air intercooled turbo's features an aluminium Fontana engine block, genuine Weslake heads, and a one off, billet, self designed and built sequential transaxle. A truly fantastic and very, very, fast car!

The show included various stationary motors, old historic fuel bowser displays, hotrods, Mustangs Fords and Holdens of all types, a couple of drag racing funny cars, drift cars, motorcycles, etc.



Whilst there, I had the pleasure of running into Frank O'keefe and Ian Reid (South West resident Cobra owners) Franks car was a very pretty car and the only cobra in the show (aside from my Daytona variant) Unfortunately Ian's car is still undergoing some remedial repairs due to a recent altercation with a 4WD.

Despite the weather starting out overcast and wet, the sun eventually shone through. This caught most of us out and provided us with a good dose of sunburn. It was not enough however to ruin what was an enjoyable day out and family weekend away.

BUSSELTON MOTORFEST BY RICKY VIRAGO

The event is held annually and is put together by the many local Busselton businesses to support nominated local charities and it certainly appears a well run and supported event. They even run a free shuttle bus service into and back from the town centre to keep our better halves (and kids) from getting bored. Mind you, their shopping can get expensive though.....

It is an easy 2.5 hr drive from Perth to attend the show and I can thoroughly recommend the event which is held annually. Maybe another to add to the club calendar for a future event?



BOB BONDURANT BY SPORTS CAR DIGEST

Continued from Volume 41

SCD: You then came back to the States and started driving Can-Am?

BB: Every year before that I would come back at the end of the season to race in the USRSRC. Then I ran a Corvette in '67, racing against Jim Jeffords. He is hysterical, a real funny guy and a good driver. I usually beat him, but he was right on my tail in those years, '59, '60, racing Corvettes. It was very competitive, lots of good drivers and you had to work hard for it, so you had to learn to drive well.



Jimmy Clark, John Surtees, Denny Holmes and Bob Bondurant. (Bondurant Collection)

SCD: Do you remember racing against the Northern California driver, Paul Reinhart, in purple and orange?

BB: I always beat him. It was always the Northern California Corvette driver against the Southern California Corvette Driver. We were usually quicker and I beat him almost every time. They were sure I was cheating. I had a hard time

qualifying a car at Riverside, it was always overheating. There was another driver at that time who we wanted to beat, Jim Jeffords in the Purple People Eater Corvette. So I said to the other guys, "If you can catch up to me I'll move over and let you go by and you can go after Jeffords." At Turn 7 it was uphill then downhill then left-hander followed by right-hander then straight. So I moved over and Paul ran straight off the track and crashed, rolled the car and ended up in the hospital, but he turned out OK. I asked him what happened and he said he just wasn't thinking. I moved over for him and he watched me go by and Jeffords was right up ahead and so he was really close to Jeffords, too. I was following him and he was really quick. On the long straightaway downhill I just moved way over to the far side, outside of his rear view mirrors where he could not see me, then I drove right on by him. He chased me for about eight or ten laps, then he gave up and I pulled away and I won. We ran our Corvettes back then 155mph or 160mph and never got higher than that. We were racing on retreads. I found a guy in Pasadena who built really good retreads and he made them nice and sticky. Jeffords was complaining that he had brand-new Goodyear casings so it looked like Goodyear.

Jeffords was complaining that he had brand-new Goodyear casings so it looked like Goodyear.



1965 Riverside 200. Bondurant did not finish in the Lola T70 Chevrolet. (Bondurant Collection)

BOB BONDURANT BY SPORTS CAR DIGEST

He tried to protest us, but we all ran those tires. He said, "I'm not going to race against you guys with those tires," and said he was going to protest them. I told him, "Well then you're going to protest all of us. You're going to look mighty stupid out there by yourself." We'll all chip in and get you a brand-new set of Goodyears. Our tires worked a little better. Then after the race he protested me. My mechanic crawled under his car and found the chassis was drilled and a whole bunch of other things. I said I was going to protest back, and he said for what? I said for a drilled chassis for one thing. So he dropped the protest. He didn't like getting beaten by some young California thug.

SCD: In 1967 you came back to run in the Can-Am but before that ran a couple of USRRC rounds. Who did you drive for?

BB: A guy who used to work with Shelby from Ford named Peyton Cramer bought a Chevrolet dealership in South Gate, and wanted to have a racing team. He was supposed to buy two Lola T70s, that was the car to buy, but he got a deal on a McLaren and they weren't quite as good. So Peter Revson and I were teamed together, but the cars just weren't that great.

SCD: Then you had a big crash before the USRRC race at Watkins Glen, didn't you?

BB: Yes. The McLarens weren't as good as the Lola T70s and we always ended up in third or fourth. I went out for the warm-up, and the car just didn't feel quite right. I had no idea it was going to break the steering arm, but I didn't feel really confident in it. I qualified seventh and got a good start, so I get down



Bondurant finished 8th at the 1965 Nassau Trophy Race in the Lola T70 Chevrolet. (Bondurant Collection)



1967 McLaren M1B Can-Am. (Bondurant Collection)

below and coming around on the fifth or sixth lap doing 150 or so. The curbs in those days were higher, and coming out of a turn, on line, perfect, something broke. I thought something in the rear suspension broke, but it was the right front steering arm, so the right front wheel turned right and it came up on the curbing and it just took off. You're doing 150 and it's like, your mind works so quick it is unbelievable. In those days we had a fuel switch to turn the fuel pumps off, and another switch for the engine, so I turned the fuel pumps off because I didn't want it to catch fire, you were always thinking about fires. And I turned the engine switch off, and then took a deep breath and relaxed the muscles in my neck, shoulders, hands and wrists. I remember seeing the embankment coming up and thinking, "Shit, it is going to be a bad one Bondurant," and it was. It took the bottom off the car the aluminum belly pan and I was so high that I saw the treetops as I was coming down.

BOB BONDURANT BY SPORTS CAR DIGEST

Then as I was coming down and it hit and I don't remember anything after that. I broke my legs, my feet and my ankles. I broke three ribs and had a mild concussion. All I remember is hitting the embankment, seeing treetops and hitting the ground. It had rained the night before and the ground was a little softer. I flipped half the distance of the straightaway. The corner where straightaway was, they ran over first. I had blood on my feet, the shock brought me to, and it's funny what you think about. I landed in a mud puddle—how embarrassing! And then I looked up and I saw the crowd I thought, "Oh man, I hope I stay out of the crowd," but they had run over to where we were. I tried to take my helmet off and that was the last thing I remember. Then I woke up on the other side of the track in the ambulance. The body is a wonderful thing, I had no pain whatsoever. I didn't feel anything; the shock takes care of that. I remember thinking I must have been in a bad accident and I had no pain. Then I passed out and woke up in the hospital a little bit later. They already had my legs and feet in casts. I went out for a pretty good time after that, and when the doctor came in the next day I asked him, "How soon am I getting out?" And the doctor said, "Young man, you're not going anywhere. I'm amazed that I am looking at you. I saw the last part of the accident. I was the doctor at the track and I thought you were dead. But then you're not, thank God." He said, "Do you want the good news first, or the bad news?" I said I would take the good news first thank you, and he said, "You have a mild concussion, you will be fine, you broke three ribs and that will be fine." I thought I would break everything. Then he said, "You have two broken legs, below the knees, and they will heal up, but I cannot allow you to sit up because the lower vertebrae in your back is damaged and if you sit up there's a risk you can become paralyzed. So don't sit up." I said OK. He said, "You broke nearly every bone in your feet and ankles and you'll never walk again." That scared me and I said, "Wow! Never?" He said, "I am a bone specialist and I put you back together and I will do everything I can do, but they will never heal right."

I thought, "Damn, what am I going to do now?" I was thinking of Grand Prix, when I trained James Garner and the other drivers. I had more time with Garner at Willow Springs, had him in a Mustang GT350, then in a Cobra then in a Formula Ford, then we rented an F1 car. He was going pretty decent with that and every day he got better. When we were doing that it felt good to my heart, so I thought, "Maybe I'll do a school. I have to make a living somehow, and if I can't walk I need to do something." For about two or three days I wrote down on a legal pad how I would do the school. The cars, the parts, to do a school, everything I could think of. I needed sponsors. So I put it away and didn't look at it for a little while. They put me in an ambulance and put me in a small plane and sent me back to SoCal, and I was in the hospital there for about two weeks and then they brought me home. They said they couldn't do anything more for me, just let me heal up. I found out who my real friends were, and who they weren't. A lot of guys would visit you in the hospital to see how beat up you were and then you never see them again. I had people who I met and knew a little bit and they turned out to be my real friends, and there was young guy who worked in a really nice restaurant in Beverly Hills, and he brought me dinner every night. So I just spent time healing up and since I can't sit very long I was in a wheelchair. I was doing wheelies in my wheelchair down the hall and flipped over backwards a few times. When I got myself back up and went down to Club Porsche, because I raced for them, too, and I put down on my list that Porsche would be my preference for my school cars. I had a really good friend help me write a good proposal. They were listening to my proposal and looking down at my feet and casts, I was still in a wheelchair. I said I would like to have Porsches as my school cars because they are the best.



Bondurant High Performance Driving School 1968.

BOB BONDURANT BY SPORTS CAR DIGEST

They said they were not going to say no and were not going to say yes, they were just going to observe how I did with my plans. I said, "I won for you." They said, "Yes, you did a good job." I said I was going to do the school, and if you're not going to help me with it then I understand, I know my broken legs and feet don't look very good. So I went down to Datsun. My buddy loaded me up in my Camaro and drove me down there and I talked with the PR guy with my good proposal. I had three proposals written up for three car manufacturers. He said, "Well that looks pretty good, let me get Mr. Katayama, I think he is here today and he is the president of Datsun and created Datsun here." So he came down, a really neat guy. I started calling him Mr. K. We looked eyeball to eyeball and I started telling him what I wanted to do and he just asked me what I needed. I said I needed a 4-door 510 sedan for an instructor car. I have three students, and I need at 1600 roadster and we can graduate up to a 2000 roadster (which I have in the museum), and I need parts. He asked what parts I needed, and I said, "I have no idea. It depends on how your cars are." They were starting to win races. Pete Brock was running the race team and he said, "I'll do that." He is the one who got me started. He is now 101 years old, and I called him on his birthday and he said he wanted me to take him on hot laps. His wife was with him and she is a little petite gal and said, "Mr. Bondurant, can you take me for hot laps?"



1968, Start of the school with Robert Wagner, Bob Bondurant, Paul Newman and an unidentified man. (Bondurant Collection)

SCD: Am I correct in understanding that you laid out the Firebird track where your school is now based with signature turns from European tracks?

BB: What I did is I came down here and looked at the area when it was just all dirt. There had been a motocross circuit, but then people were having a lot of accidents so he just leveled it and it sat for quite a while. I was looking at the area, so I laid out five different layouts thinking about the corners at Monaco and the Nürburgring; one corner in the last straightaway coming out onto the front straightaway at Reims; from Spa there were a couple of different corners I was thinking about. What I need to do, and we have been talking about it for ages, is name all 14 corners. We have labeled them 1-2-3-4 but I was thinking of nam-

ing different corners after different circuits, but we haven't sat down long enough to go and do it. I designed the track so it is demanding, but we don't have a long straightaway because of the length of the area. When I first came here I was with Ford, so we also designed it around Mustangs. Then we had Corvettes, which are a lot quicker, so on Turn 1 we needed a chicane, and we made it smoother. We also needed a runoff area for students, it makes them learn. Maricopa Turn it is down by Maricopa Highway. What I did first was evidence of Le Mans. At the end of the straightaway you come down from 200mph to 35mph, and I put a sandbag down there at first. That worked great at first, except the wind blows down here and it blows sand on the track, so I had to stop that. Then I dug down about two feet and put gravel down there. That is what we use today. We have it real deep now, and if someone goes off into the gravel it will stop you. We had a situation where it rains and then the gravel gets too hard and doesn't do such a good job. What I did is dig it down much deeper, about 18 inches deep now, and that works very well.

To be continued: Volume 43

AC COBRA POWERED BY FORD



**COBRAS WIN COVETED MANUFACTURERS
CHAMPIONSHIP IN AMERICA
THE FIRST BRITISH CAR TO FINISH
LE MANS 24 HOUR RACE**

Race proved steel tubed chassis. Full independent suspension. Rack and Pinion Steering and four wheel disc brakes make the Cobra one of the safest 150 m.p.h. sports cars available.

Lightweight 4.7 litre V.8 engine producing nearly 300 b.h.p. in unit with a close ratio all synchromesh alloy gearbox, provide the Cobra with performance exceptional by any standards.

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AC CARS LTD., THAMES DITTON, SURREY · TEL.: EMBERBROOK 5621 · GRAMS: 'AUTOCARRIERS' THAMES DITTON

FOR SALE

Trailer Parts For Sale

I recently modified my car trailer to make it suitable for a very, very, low race car and as such have the following parts for sale.

Complete Rock / Roll suspension assembly for tandem axle trailer.

Includes :-

Rocker arms,

Pivot pins,

Seven leaf springs (Rated at 3000kg)

U bolts and fish plates (suits 45mm square axle)

Bolt on swivel jockey wheel.

Galvanised mudguards (suits tandem axle / 14" wheel fitment)

\$200.00 the lot.

Contact Ricky : 0417908128



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