



VOLUME 43

SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

MAY 2014

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Sir Jack Brabham Passes Away Peacefully, Aged 88



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PRESIDENTS REPORT BY DAVE KENT

G'Day Cobra nuts

Well the change of venue for our annual Show & Shine seems to have been a big hit. A huge thank you to all the club members who displayed their cars in what was our biggest turnout for a number of years even though the weather was somewhat changeable early in the day. Also congratulations to Alan Golding for not only organising the event with the Rotary Club of Willetton but also for his fantastic garage setup which became the centrepiece for our display. The feedback from the Rotary Club was that they were blown away by the display of cars and are eager to host us again next year.

Don't forget the Annual General Meeting is rapidly approaching and all committee positions will be up for re-election. If you are up for the challenge or you know of someone who is get those nominations in. On that note some of you will be aware our long serving and hardworking secretary Ron McNally will be standing down this year as he hopes he will not be in town much post July as he and Nola are hoping to make a start on enjoying the fruits of retirement by setting off into the Kimberley and beyond. I'm sure everybody wishes Ron all the best for his travels and on behalf of all the members we extend a sincere and heartfelt thank you to Ron for his tireless efforts for the club over many, many years.

With the arrival of the rains it means that the Cobras will spend more of their days tucked up in their garages but that doesn't mean the end of club runs and get togethers. The club still has organised runs throughout the wetter months it just means that some days we all pile into the tin tops and have just as much fun. (well almost because nothing beats the fun of a Cobra does it). So don't hide away in your cave for the winter get out and enjoy the social activities on offer.

That's all for now so sit back and enjoy another great read from our trusty editor Eddie. I'm sure it will be full of great pics from the Show & Shine.

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

BIG AL'S AND OLD SCHOOL RUNS - BY GRAHAM

Big Als Poker Run. 8th Feb 2014

It started out as a beautiful day for driving the Cobra, we arrived at the park down by the river at roughly 9am, to find we were one of the first 50 cars to arrive. We all, as usual, stood around until 9.30 talking about cars, before we were allowed access to the registration tent. After paying our dues for the day, we took up a position under a giant tree, with a few of the Corvette club guys. Unfortunately, once again, we were the only Cobra showing the flag at the start, but as the day went on, two others arrived, which added to the 350 cars in attendance. Both were invited over to our shady patch, but both declined and decided to stay where they were. At the close of the day, I noticed two more Cobras had arrived sometime during the afternoon, and parked outside the area, but they did not want to participate. We left on the Poker run about 3.30, and got horribly lost, so like a true champ we decided to give it away, and went home. The weather was perfect, about 28 deg with a slight sea breeze all day, and we generally had a good time, but again without anybody else from the "Cobra Club"



Old School & Cool Run. 16th Feb 2014

This run started from the Causeway carpark at 9.30am and followed the supplied route sheet up to Lesmurdie, out to Karragullen, and then across to Brookton highway, and eventually to Soldiers Rd through to Churchmans Brook Dam carpark, where about 60 cars of all sorts parked up. A BBQ of bacon & egg burgers was served up to all participants. Again, a good cruising day, but again, only one Cobra. This run is on again on 16th March.

GIN GIN RUN - BY RICKY

On Sunday 9th March, a group of twenty two assembled at the Midvale Caltex servo for the clubs monthly run. The weather could not have been better for the run. A really lovely mid 20 degree clear day with a nice light breeze. Perfect for open top driving.

Once assembled, the convoy of nine cobras, the stunning GT40 of Murray & Pam , Miles' Harley, and a couple of tin tops departed and made our way to meet up with John & Jill Allen in there cobra via a quick drive through of Gingers Road House. Graham Ullock even made the effort to stop by at the starting point in his cobra for a brief chat before departing due to other commitments.



We continued to head North through to Bullsbrook getting stuck behind a livestock truck before turning onto the Chittering Road. Ricky, in a tin top was pretty well protected, but Dick & Dean managed to get a screen full of unpleasantness from the preceding truck. Not nice, but thankfully it was a very brief encounter.

The drive through the rolling and winding hills of the valley was pleasant with a steady pace being maintained and a constant throng of bikes heading in the other direction having a similar purpose to the day.

Eventually the pace was slowed by getting stuck behind a learner driver in a 4x4 who was veering on and off road as they went. The driver then managed to stall the thing on one of the turn offs and must have had one hell of a fright as the convoy of cars passed the stranded 4x4 which was stuck fair in the middle of the road.

Further down the road we struck a patch of road works (I can assure you it wasn't there when the route was planned a couple of weeks ago!) As I was leading, I could not help a little guilty chuckle as I looked in the mirror and saw everyone standing on the anchors to get speeds down to loose gravel levels.....Miles as ever though, powered on through on his "cycle" probably thinking of kicking out some dirt tracking slides.....

Eventually we made it to Gin Gin right on midday without losing anyone and parked up in front of the hotel ready for a hearty country lunch.

After modifying some tables to accommodate the few additional people, we all gathered drinks, menus, etc, and got down to ordering. Unfortunately, the delay in delivering food to the group was a major disappointment and the low light of the day.



GIN GIN RUN - BY RICKY



Despite planning and communications with the hotel, they just couldn't keep pace. The food was good, plentiful, but painfully slow. One particular couple even managed to slip out for a sneaky bit of sightseeing around town between ordering and eating!!!! (My apologies to everyone for the delays!)

After finally getting to eat, we left and headed out of town to the Brand Highway and onto Gin Gin Brook Road and then onto Military Road past the Gravity Centre for a gentle blast. I am a bit surprised everyone was so well behaved and fully expecting to be eating everyone's dust! Anyway, from there we ventured to Indian Ocean Drive and then through Joondalup and a freeway run home where everyone peeled off as necessary.

In all it was a really good run and one I personally think might be good as a winter run (to a different lunch venue) when the rolling country side lights up with green foliage. Thank you to everyone that made the effort to come out and make the day such a sociable event. Attendance really makes the event worthwhile and certainly the more, the merrier for all involved – with or without a completed car.



DWELLINGUP RUN - BY DRAGAN

The morning started off promising enough. We left Cockburn Central ,Alan and Ronnie in their Cobra optimistic that the run would be rain free, with Alex and Hilde as well as Jean and I opting to take tin tops and headed towards Dwellingup. All good until midway up Kargotich rd when the heavens opened up, so we pulled over to allow Alan and Ronnie to put on their wet weather gear. It started to let up a little as we got onto SW Highway and picked up a beautiful shiny red Ferrari at the Jarrahdale Rd junction, driven by Dave and Regina.



Travelling along through Keysbrook again the heavens opened up till Nth Dandelup. We stopped to stretch our legs at the Del Park Rd turnoff and that was the last of the rains. Alan got out and was pleased he had stayed relatively dry apart from his right foot ,which was soaked. A while later he noticed that the footwell (soakwell?) was full of water- the usual leak at the windscreen pillar. After squeezing out a gallon of water or so, we headed to Newbliss winery to meet up with Ron and Nola.

After enjoying a bit of wine tasting and having a good feed we all headed back home our own way. A good day indeed!



MUNDARING RUN - BY DRAGAN

It turned out a balmy autumn morning, clear skies and a very mild 19 degrees start at the gathering point at the Mundaring Hotel. A good turnout with Wade and Janise ,Alex and Hilde, Miles and son Nic (In that awesome red Corvette), Gerry ,John and Jill and Ricky joining Jean and I on the Graham Sachs Memorial Run. Graham Ullock popped over to say good day and this was the first run for Alex's newly registered ride. Nice work, a really good looking car !

Clear roads with little traffic all made for a pleasant run through Sawyers Valley on to Gt Southern Highway and on to York. Apon approach to York there was the local constabulary keeping an watchful eye on the incoming traffic.

We proceeded to find a parking space and headed into Bugatti's Café for breakfast. After a good feed we went our separate ways , with a bit of sightseeing ,checking out the market stalls by which time it started really warming up. Gradually we all headed back our separate ways.



INTEREST— ONE FOR THE CHEVY GUYS

New 789 Chevy

Thought you might enjoy looking at this unusual Chevy. It's a 1957, 1958 & 1959 Chevy All Rolled Into One!

This car was built by N2A motors
(No Two Alike).

Unbelievable! The company is planning a production run of about 100 vehicles.. It sits on a Corvette C6 chassis, Front styled like a 57 Chevy, side like a 58, rear like a 59. Hence the designation "789."



SHOW AND SHINE 2014

2014 Show and Shine Winners

Best over 10yrs. Aaron McVerry

Best owner built. Peter Grey

Members Choice. Alan Golding

Unfortunately I was not able to get a report from any of the members about the show and shine so I'm afraid all I have to present is a few photos. From all accounts it was a great event. The following is from an email from Steve Pusey.

We had many, many fantastic comments about the Cobra Club professional approach to staging and displaying their cars. Our Rotary club members were also very appreciative of your club being part of the community fair and we look forward to your participation next year and for many years to come. It certainly added a new interest to the fair and many our petrol head members are still talking about the cars.



SHOW AND SHINE 2014



SHOW AND SHINE 2014



Alan placed a video of the cars on youtube follow this link if you are interested

<http://youtu.be/FFP1f8twiKY>

UK MAGAZINE ARTICLE

Build Drive Enjoy

Clubs

Aussie Show 'n' Shine

If you have been reading about Peter Gray's build of a GD 427 in Western Australia (second part in this issue) then you may already know there's an active Cobra club for the area.

The Cobra Car Club of Western Australia recently held a Show 'n' Shine at the Willetton Rotary Community Fair at Burundah Park in Perth recently, with 23 cars on display at this local event. The club had its own concours competition at the show, with Peter scooping Best Home Built for his immaculate example. Here are a few pictures from the day.

Cobra Car Club of Western Australia

W: www.cobracarclubwa.com



Right and above right: GBS track days are proving increasingly popular with existing owners and potential builders.

Below and left: Great display of fake snakes at Cobra Club of Western Australia gathering.



GBS Track Day Success

Great British Sportscars holds a number of organised track days each year and they provide not only a good opportunity to demonstrate the cars to potential customers, but also the chance for existing customers to try their cars on track. The first such event of 2014 was extremely well supported. Contact the factory for future such events, or why not pop along to the company's Open Day at the factory on Saturday 21st June?

Great British Sports Cars

W: www.greatbritishsportscars.co.uk



Contact us

We want to hear from you whether you're in a club, or simply proud of your car! If you have a great story, a gigglesome picture or simply want to get the word out about your club, please contact us.

Club editors: Please check we're on your database and that you have the correct address.

E: info@performancepublishing.co.uk



6th European Cobra Meet

The European Cobra Meeting is turning out to be a fabulous annual gathering of Cobra replicas, visiting different countries in Europe each year.

For 2014, the event returns to France and the exotic location of St Tropez, on the south coast. In reality, it's just outside St Tropez, but who cares? If you fancy a continental blast in your fake snake, then get the dates of 5th to 7th September in your diary.

Both original cars and replicas are welcome, as well as examples

of Ford GT40. No dedicated website at present, so keep an eye on the UK Cobra Club forum for details.

UK Cobra Club

W: www.cobraclub.com



BOB BONDURANT BY SPORTS CAR DIGEST

Continued from Volume 42



1975 - Clint Eastwood and Bob Bondurant. (Bondurant Collection)

SCB: Could you verbally “drive” me around the track on the fastest line and explain your insight, your technique?

BB: We have flat curbs. We had higher curbs, but it was hard on the suspension so we flattened them all out. Come out of the pits—I have designed the pits like you would have at any other racetrack—and it brings you out into Turn 1. Then you are in 2nd gear and you're in Turn 2, going over the hill to Turn 3 you're coming downhill and you're in third gear, down around Maricopa now in second gear, I have shutoff markers, and they number 4, 3, 2, 1; Maricopa is 2nd gear late apex, then I have a handling section there, a little bit you can take two different ways, we do it both ways. Come out of Maricopa go straight make a fast right corner over the hill, coming down the hill into Turn 7, go wide, two different lines, and into Turn 8. A quick line and then there is a front line for hot laps, let the car slide a little bit. You are in third gear, and you go through Turn 9, it's a left-hander, a little curbing and sets you up for Turn 10 a right-hander. You come in there pretty quick, leave it in third, come out of there in third, come on down for Turn 11 slow down to Turn 11 sharp left turn, sharp right turn, Turn 12 you come out of there in second, grab third gear and go into Carousel, and I don't go out as wide as everybody else, I take a shallow, smooth entry, come out of the Carousel in third gear, stay on it down to Turn 13, fairly quick long, long, apex and then Turn 14, onto the straightway, a fast corner on down there. I run either third or fourth gear. Students have to use fourth gear. There is another shift, and to go quickest you don't go to the rpm redline. Then you come down to the chicane, shut off markers 4, 3, 2, 1. Chicane is a tight right, tight left, both short apex, brings you out over the hill again. I laid the track out and different ways you can do it. Turn 3a, you go left a bit

BOB BONDURANT BY SPORTS CAR DIGEST

wide and slightly downhill and into there in second and grab third puts you in Turn 7 to Turn 8 and all through the same circuit. We also have a drag strip here so I designed Turn 11 so that you come out and you don't go right out of the Carousel. You stay in third gear, come out of there in second, then go into third to the shorter track.



Grand Sport Corvette on the Firebird Track. (Bondurant Collection)

I can run it in different sections. We have four-day students, and they will all be out on the paddock area first, learning heel-toe downshifting; learning basic emergency maneuvers, learning to look ahead, where you want to be. Emergency evasive maneuvers. We teach them about controlling weight transfer; braking brings weight transfer forward, a right turn transfers weight to the left side, stepping on the gas transfers weight to the rear. We teach them how to do that. Then we have three lanes. Three lights at the far end and they are all green. Two lights will turn red and the instructor controls that. We start out at about 30mph and go to about 50mph. And teaches them emergency evasive maneuvers. We also teach them ABS braking. A dealer came through years ago when ABS first came out and he had just totaled his new Lincoln. I said what happened? He said, "I got on the brakes in a puddle and the car started jumping all over the place." I said, "Yeah, what did you do?" He said, "I got off the brakes and I crashed." When they buy the car they don't have a clue. So, from that day on I started doing the ABS training. And I do that with every single student.

SCD: Your Corvettes, what speed do they reach?

BB: With our straightaway the fastest you can go is about 120mph; maybe 125 in the Z01s. Then we have the West track over here and it is all on private property. Then we have the East track along the freeway, those have longer straightaways so you can go a lot quicker with that. This main track is demanding and makes you concentrate and really work hard; then we'll move you to the West track or the East track. Like we do in the advanced racing. We'll advance you. If you are racing or have been racing we will teach you how to go quicker. We have done a lot of the vintage guys over time. We have been teaching vintage,

BOB BONDURANT BY SPORTS CAR DIGEST

but we really haven't called it vintage, just advanced racing.

SCD: When someone is taking one of your Corvettes around, how many times do they shift?

BB: They run mainly in second and third; coming down the straightaway mainly in third or fourth, mainly in third. Down to second, then after third three times down to Maricopa you're down to second. Coming out of Maricopa you're in third gear up over the hill down the hill and Turn 7, Turn 8. I have students stay in third, but I'll come down to second, you'll get a quicker exit out of the corner, then you're in Turn 11 and 12 in second. Come out of that and you're in second and shift to third, and through the Carousel you're in third shift down to second, take a left hander and back up to third gear. Then we come down the straightaway and you are downshifting and you are in Turn 1 to second. Now you can run the students in third gear all the way around. For our purposes the first thing we teach them is heel-and-toe downshifting, the most difficult thing for most drivers. Even guys who have been racing, their heel-and-toe shifting is not real smooth, so we straighten that out. Then the next thing we work on is braking and weight transfer, controlling the car with brakes and the accelerator. One of the first things I teach them is to sit up straighter so they can feel the car better, and I have everyone sit up and take a 3-9 hammer and tighten your fist as tight as you can, your shoulders, and steer with me. Feel the way, now take a deep breath and now turn. It's smoother. So what happens is everyone is driving fast, and they want to do the best job they can do. Somewhere in the course, if you find it too hard, the corners are real jerky, or if you are scaring the shit out of yourself, take a deep breath, relax, take your feet off the 10 percent and now you'll be feeling better. When you're going fast you don't want to be gripping the wheel. When I am driving I want you to watch my hands and feet work and you can see where I am looking because you want to look where you want to go. Ken Miles was a fantastic driver. At Sebring a few years back he was coming through a fairly fast corner, there was only one little tree, he started losing it he was heading for the tree, and he wasn't looking at the tree. You go where you look.

Your hands take you there. He hit the tree. It was really embarrassing. He didn't hurt the car too bad. You get fixated if you're coming off the track. Take Maricopa, if you're too deep and it's too late to brake and you're braking and you're not going to make it, if you're looking at the wall, you'll drive to the wall. If I can get you to look further left at Maricopa, even though you're all out of shape you won't hit the wall. You might go through some of the sand trap, but you won't get into the wall. Students panic, so we start them out slower, do all the basics out here in the paddock. A very important area. We have handling over there, and explain what we are doing, because that is how you teach people to drive fast, you don't just stay on the gas and hopefully make the right apex entry and exit.

SCD: That's the first and second day, what happens the third day?

BB: We get things going much quicker. We still ride with them and they still ride with us. And all the time I'm doing that I'm watching their hands and feet, where they are looking. Not driving into the corner too hard. When we get them quicker and smoother they settle down and they like that. It's interesting, every time I set a good lap speed somewhere, I felt I was too slow, I was so smooth. And then I would try harder the next lap. We used to give the pit signals in the old days: "I went quick, I can go quicker," but then I went slower. And we explain that, too.

SCD: For the first day students are in a Corvette, second day in a Corvette, third day half a day in a Corvette and finish up in a Mazda?

BB: We try to do that. Then we want to put him in his own car. Actually anyone going through the four-day Grand Prix course, for the last day and a half you can go through in your own car. And this year the same thing with the Colorado Vintage.

SCD: First day in their own car or Corvette, and you would prefer them to be in the Corvette? Second day in Corvette, three-day course, last day in a Corvette for the morning and afternoon in their own car?

BB: Third day you can run in your own car, but most everyone doesn't want to wear out their tires and brakes. They want to spend your money. In the four-day Grand Prix course you go through a set of tires in three days.

BOB BONDURANT BY SPORTS CAR DIGEST

SCD: So the third day is an option. They can run your cars or their car. But you think it is better running the Corvettes all three days because it is constant?

BB: Well if they race a single-seater, the third day they will be in our Mazda single-seater all day, might be in there—it depends how they do—all afternoon.

SCD: If somebody races a Formula 5000 they come down here to you and they spend two days in the Corvettes and you put them in the Mazdas because that is what they race, open wheels.

BB: If they race a Formula 5000 car, I would try and have them bring it out here, and then the last part of the last day I would have them run their Formula 5000. We can balance that pretty well.

SCD: The course is highly structured, but it is also highly adaptable for the vintage guys if they want to bring their own car or not. Right?

BB: Yes. I'll always run our cars first. I'll always drive their cars first so I know what it does and doesn't do. And mechanically, they should really bring their mechanic, to try to sort it out. Our guys, while beautiful on any vintage car and their buddy works on it, but you don't know what has been and not been. Like when we ran Can-Am. After every race, we would pull the car down, take all the suspension off, have a Magnaflux and Zyglo. Ironically, when I had my crash, they found the steering arm had a crack in it but you couldn't see it, it was cracked internally. The only way I found out is I was talking to the Magnaflux and Zyglo guys who said, "We are curious to see what happened in your crash." I asked why? They said, "We had one steering arm that had an internal crack, and we circled it in red. Did they ever replace that?" I researched it. No. And that is what broke. So that is important too.

SCD: So the guys come down here. Can you describe to me how they are going to leave?

BB: When they leave they will have learned a lot! They will always be quicker, at least two seconds a lap. Definitely three seconds quicker on our track. And they feel more comfortable and they are amazed they go quicker and they feel a lot more comfortable going quicker. With something like a Can-Am car, I need to make sure the car has been checked over thoroughly. Because it's like my car that broke, I did not know it had a crack in it. I would say on our track the first day, all day, possibly the second day, the third day possibly the West track or the East track.



Today, Bondurant continues to teach daily at the Bob Bondurant School of High Performance Driving in Phoenix, Arizona. The school maintains over 200 race-prepared vehicles, sedans and open wheel cars, making it the largest facility of its kind in North America. The heart of the school is the 1.6-mile, 15-turn multi-configuration track that was designed by Bondurant to challenge and reward first-timers and pros alike.

Bob Bondurant takes the Duntov 63 Grand Sport out. Bondurant School of High Performance Driving. (Dennis Gray)

For more information, visit [Bondurant School of High Performance Driving](http://www.bondurant.com).

Sir Jack Brabham

Sir Jack Brabham AO, OBE, triple Formula 1 World Champion, has died at the age of 88. Sir Jack passed away peacefully at his Gold Coast, Australia, home on Monday morning.

Formula 1 World Champion in 1959, 1960 and 1966 and double Constructors' Champion (1966 and 1967), Sir Jack was one of the most accomplished drivers and team owners in the history of the sport. The first driver to be knighted for services to motorsport, 'Black Jack' rose from racing midgets on dirt ovals in Australia to dominate global motorsport.

His first two titles in the Cooper Climax marked the end for front-engined Formula 1 cars. The third made him the only driver in history to win a World Championship in a car of his own manufacture, the Brabham BT19 – a feat unlikely to ever be repeated.

Acclaimed as a brilliant engineer, technological innovations brought about by the Brabham team helped to shape the sport today. Through his partnership with Ron Tauranac, over 500 Brabham racecars were built from the team's British Surrey base in the 1960s alone, while the Brabham name continued in F1 for 30 years.

Although Jack scored his final win in the 1970 South African Grand Prix, the legacy has continued with all three of his sons achieving their own global success, while third generation drivers Matthew and Sam are building their own notable racing careers.

On behalf of the family, Jack's youngest son David said: "It's a very sad day for all of us. My father passed away peacefully at home at the age of 88 this morning. He lived an incredible life, achieving more than anyone would ever dream of and he will continue to live on through the astounding legacy he leaves behind."

Sir Jack is survived by his wife, Lady Margaret, sons Geoff, Gary and David and their families.



FOR SALE

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