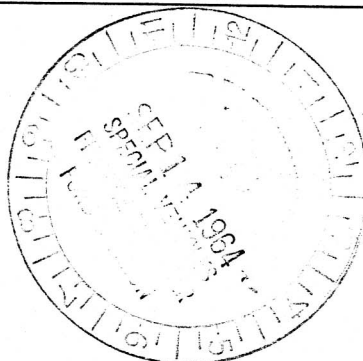


Intra-Company Communication

GENERAL OFFICE

8th September 1964



To: Mr. R.A. Geddes

c.c. Mr. J. Horsman
Mr. P. Remington
Mr. C. Shelby
Mr. A. Stafford

From: John Wyer

Subject: Sierre Hill Climb, 30th August 1964.

Three Cobra roadsters took part, driven by Bondurant, Neerpasch and Schlessner. The cars were transported to Sierre from Fribourg and were virtually unchanged. On the recommendation of Ferodo new brake pads with a higher co-efficient of friction (DS5S) were fitted to Bondurant's and Neerpasch's cars; since only two sets were available Schlessner's car retained the normal DS11.

The course, which runs from Sierre to Montana, is 11 kilometres (6.28 miles) in length and rises 900 metres (2924) feet).

For the first practice run on Saturday 29th August, tyre pressures were 22 p.s.i. front and 24 p.s.i. rear, as used at Fribourg. In this condition the cars were extremely unstable on the fast corners and on the recommendation of the writer pressures were raised to 35p.s.i. front and rear, which were found to be satisfactory.

Best practice times by the Cobra drivers were:
Bondurant 6'52.2"
Schlessner 7'00.3"
Neerpasch 7'00.5"

Bondurant made the best practice time in the GT category. Patria, driving a 2-litre Abarth GT, returned a time of 6'56.5". Fastest practice time was made by Barth (2 litre Porsche prototype) in 6'41.8".

In the event, on Sunday 30th August, each car had two runs and the times were added together to obtain the result. In the GT category (under and over 2 litres) the best times were as follows:

<u>Driver</u>	<u>Car</u>	<u>1st Run</u>	<u>2nd Run</u>	<u>Total</u>
Patria	Abarth	6'56.6"	6'56.1"	13'52.7"
Bondurant	Cobra	6'55.5"	6'58.5"	13'54.0"
Hermann	Abarth	6'58.6"	6'57.2"	13'55.8"
Schlessner	Cobra	7'01.7"	6'58.1"	13'59.6"
Knorr	Posche	7'02.3"	7'00.0"	14'02.3"
Neerbasch	Cobra	7'01.7"	7'02.3"	14'04.0"

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In the GT category over 2 litres the Cobras were first, second and third and took maximum points towards the World Championship. A Ferrari GTO was fourth with a combined time of 15'06.8".

On the last run, when the road was partly wet, Neerpasch spun on one corner without serious damage. Schlessler complained that the front brakes on his car were inadequate, but as no spare was available it could not be changed.

Fastest time of the day was made by Scarfiotti (275 LM Ferrari prototype) with two runs in 6'40.7" and 6'45.3", total 13'26.7".

The Cobras were fitted with a 4.09/1 final drive ratio. Fourth gear could not be used at all on the hill and third gear was used only three times. Tyre equipment was Goodyear 6.50/6.70 - 15 front, 8.00/8.21 - 15 rear.

Arrangements had been made to garage the cars at the VW Garage des Nations, Crans, and for the whole team to stay at the Hotel Beau Sejour, Crans. The garage was altered by the organisers to the Garage Edes SA, Sierre, where the facilities were better, but it was then very inconvenient for the mechanics to be based at Crans and for a future occasion it is recommended they should stay at the Hotel Chateau Bellevue, Sierre. The Hotel Beau Sejour was satisfactory for the drivers and other personnel but very expensive; a better choice would be the Hotel Curling, Montana, if accomodation could be obtained.

