

Gerry Warber purchased his SR-2 in kit form in 1964, He and a friend, Ron Bucklin, built the car in his basement. Raced in in '65 and '66 in the NW region. Powered with a 1800cc BMW. It was sold in 1972 to "a young man in California."

Gerry and the Bobsy Registry would love to know the subsequent history of ownership on this car. If the car is still around, these and some other photos of the car would make a great addition to the car's history.

If you have any info, contact either Gerry gwarber@gmail.com or r.alder@earthlink.net (keeper of the Bobsy Registry).





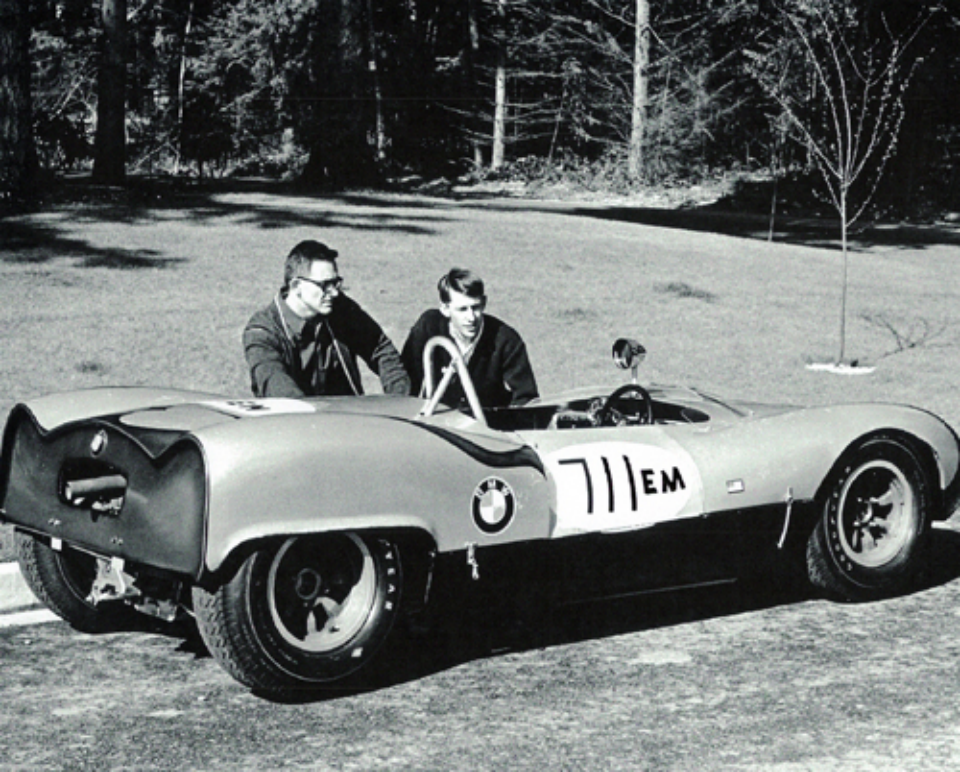
BOBSY BMW MKII

LENGTH 121 IN.
 WIDTH 55 IN.
 WEIGHT 850 LBS.
 TOTAL WT WITH 8F PALLET 1050 LBS.

DESIGNED BY GERRY WASSER
 HEINZ MOTORS
 NORTHWEST DIST BMW
 SPOKANE, WASH.

PAINTED BY: FRED BUTLER
 AUTO REBUILD
 SEATTLE, WASH.

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 BY
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GT40 and Lotus Star at Seattle Showing

By Dee Norton

SEATTLE, Wash., Nov. 21 — More than 30,000 persons walked through the Seattle Auto show, which ended a five-day run in the Seattle Center Coliseum today.

Officials of the Seattle Automobile Dealers Assn., which sponsored the event, noted that more than 10,000 attended Sunday, a one day show record.

Mixed in with the '66 offerings from Detroit were a Ford GT40

coupe, the '63 Indianapolis Lotus-Ford of Jimmy Clark and a colorful display by the Northwest Region SCCA, which now bills itself as the "friendly region."

The GT40, turned out in deep Mustang maroon, was the highlight of the show, drawing huge crowds.

The '63 Indy Lotus was displayed next to the Pennzoil racing oil stand featuring films of various races, including the '64 accident and fire at Indy.

For the "friendly region" (the name following Randy Hilton's letter in CP&A), the show was a resounding success. A flock of new members were signed up and officials said the display was one of the leading attractions at the show.

Cars displayed included Wayne Carter's Porsche 904, Gerry Waber's new Bobsy-BMW, the Jerry Grant Harris Lotus 19-Chev, now up for sale at Alan Green Chevrolet, an ex-Sebring Corvette now owned by Dick Stanley, and several others including a "just for fun" Mini-Cooper.

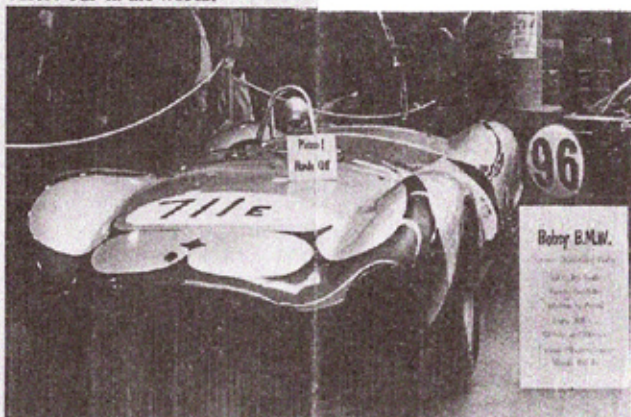
Imported cars shown included most of the names with the exception of BMW.

The Rover 2000 stand featured a cutaway working version of "The Safest Car in the World."

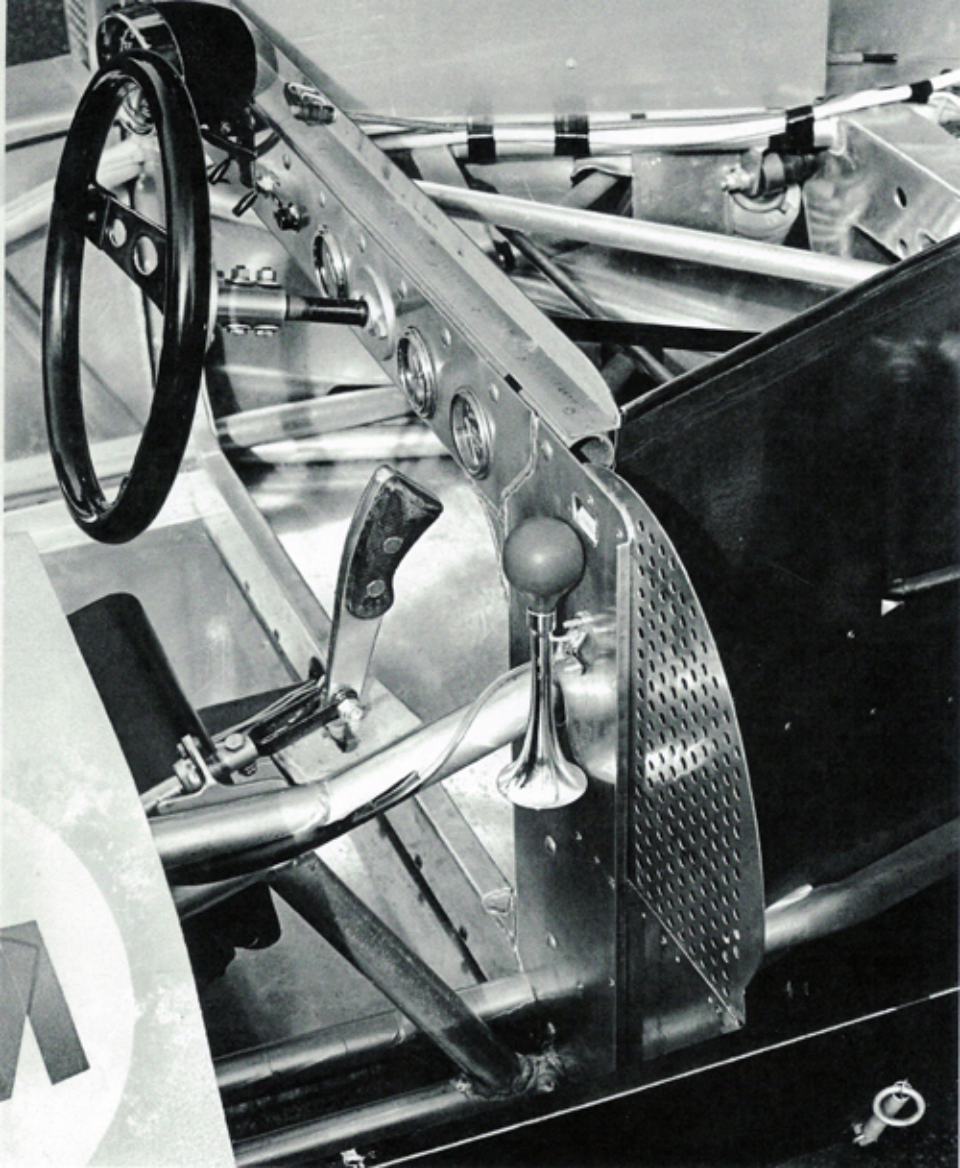


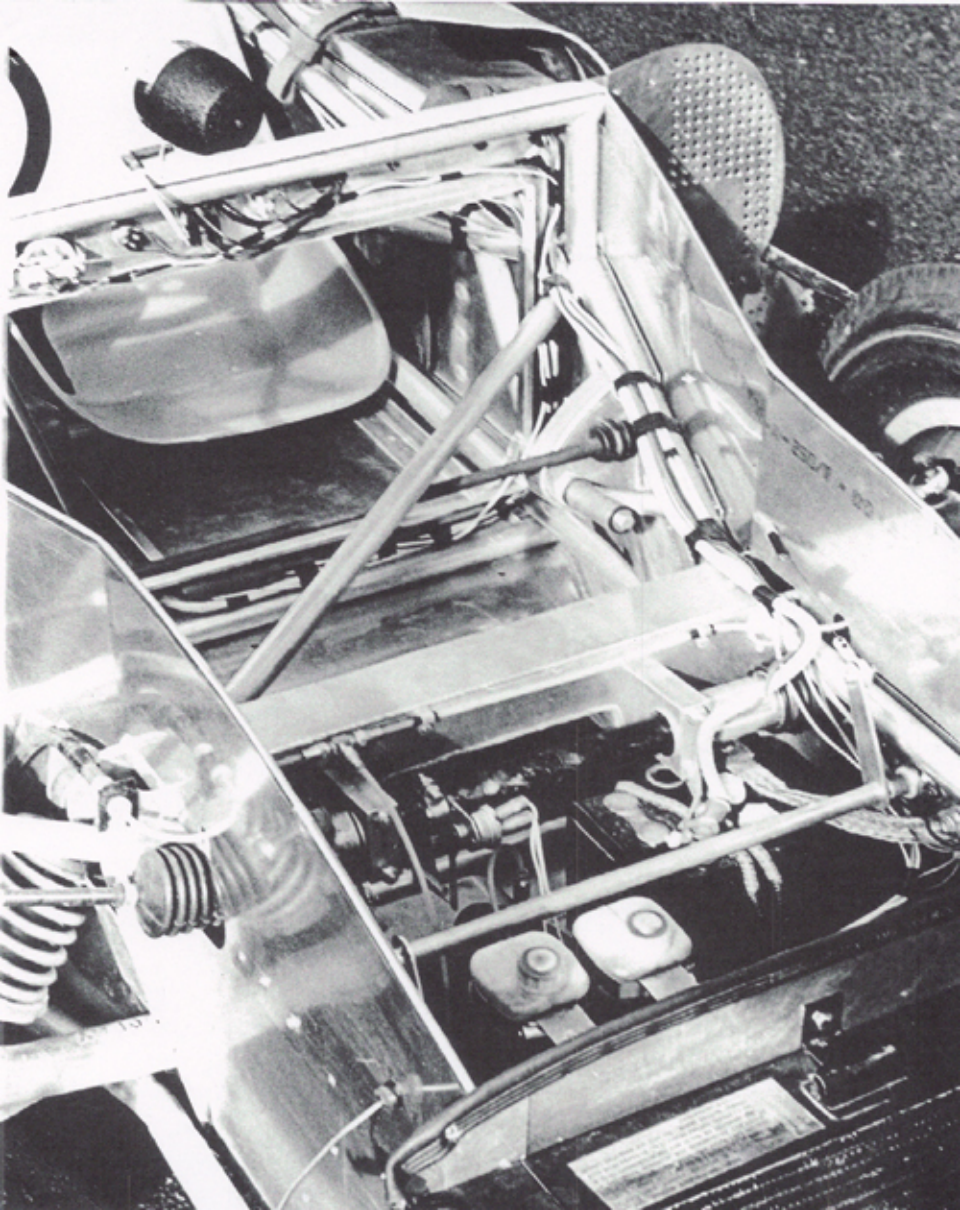
Seattle Show

Seattle's 1966 car show drew a record crowd to the usual busy display of domestic and foreign cars. (Ron Miller photo)



One of the most potent new E meds in the country has been delivered to Gerry Waber and was shown at the Seattle show. The Bobsy-BMW drew large crowds. (Ron Miller photo)





Turn 9: A Progress Report

By Dee Norton

AUTOMOBILE RACING EDITOR

This column started a while back with a report on the all-aluminum Bobsy-BMW that had Jerry Warber and Ron Bucklin and friends jumping up and down. So this is a progress report.

They still are jumping up and down. Now it is with the knowledge they have something pretty fine and that most of the hard labor in the all too many wee small hours is behind them.

To refresh your memory, the Bobsy basically is an all-aluminum cage-type frame of tubes designed and built by Jerry Mong of Ohio. Jerry (Warber), after several years with a smart Porsche in E-production, wanted to go modified and picked the sophisticated Bobsy and a German BMW four cylinder engine to power it.

The striking silver, blue, black and a little green paint design and work is by Jack Baumgartner.

Last weekend Jerry and company rushed to the Westwood circuit near Port Moody, B.C., with only a few test laps at Pacific Raceways behind them.

Although the engine currently displaces only 1,800 cubic centimeters and pumps out "only" 130 horsepower, Jerry cut some laps in the low 1:20s. That's less than a minute and a half for a very narrow and winding 1.8 mile course.

What they found out in the total of about six practice laps and the same in a sprint race was that the car overheats because of the route followed by plumbing between the rear-mounted engine and the front-mounted radiator.

"The radiator inlet pipe is higher than the water pump," Jerry explains. "This causes air pockets to develop in the pipes. Then the pump cavitates and the engine starts to overheat.

"The way we're going to fix this might be to relocate the pipes but that could be a real problem. We'll probably use an electric water pump, actually a bilge pump

from a boat. This will 'free' three or four horsepower."

Otherwise, Jerry says, "the car is a ball." And he talks like he is developing a love affair with his Bobsy, which, by the way, carries the largest engine ever inserted into a Mong chassis. "At high speeds, say 135 to 140, it kind of goes this way and that way, it kind of moves around," Jerry says. "I don't know yet if that's good or bad, but man, that car is a honey. A real honey. I can put it there or here and it just does it."

And with that, he gets misty, just thinking about when the displacement will be raised to an even two liters—2,000 cc's—and the power to 220. For a car weighing only 850 pounds.

"I can't find any vices yet. Probably, once I get used to it, I may find some. But I haven't pushed it very hard yet. The end for end attitude (he means, apparently, the urge of the back end to come around and meet the front) is very good."

The gearing now is too "short." All five forward ratios in the five speed Hewland transaxle may be boosted. And the rear axle ratio as well. Top speed target is about 150 miles an hour. "But I'm really shooting for improved acceleration."

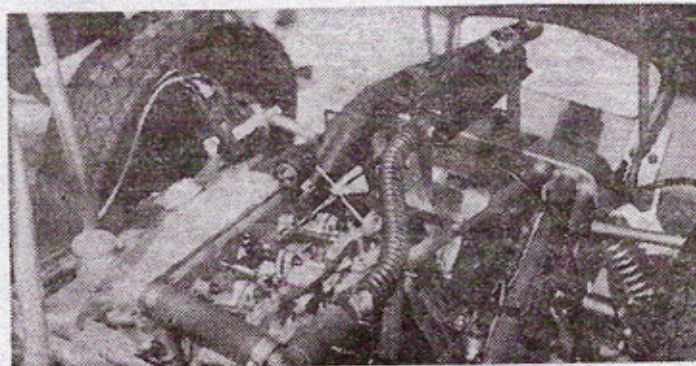
But after one short and surprisingly quick lap as a "hanging on for dear life" passenger in the seat on the left side, the thought comes, "Just how much punch is the guy after."

Descending the hill into Pacific's Turn 3, a hairpin right, at something close to 100 miles an hour, Jerry proved what people talk about in "anti-dive" characteristics of sophisticated front suspension systems. The nose stays up and makes the brakes more efficient.

We slowed to what seemed, at the moment only, to walking pace. The name Bobsy hardly seems to fit.

(With the following item is started what hopefully will be a regular part of Turn 9 —events to enter or just watch.)

SATURDAY, NOVEMBER 6 — MG Car Club Autocross: LeMans, Renton Village Shopping Center. Registration, 8:30 a.m. First car off 9:30 a.m. \$3 entrance fee. Two timed runs with trophies in 10 classes. Contact Bob O'Bryant, 325 Summ Ave. E.



A peek under the hood shows the "little black box," part of the car's cooling system problems