

John Taphorn reports on his experience with the BBORR this year:

The race went well for us and we added the complexity of different drivers in each direction. I say it is more complex because your initial run is learning and getting comfortable with your role as either driver or navigator. By flipping roles, you don't get the benefit of applying the lessons learned. My brother nailed his time as driver on the first leg into Sanderson. His performance put the pressure on me to get it correct on the return run back to Fort Stockton. With Mike Frazier's help, we know at our target speed of 110 MPH, how much time should have elapsed at different points along the course. We adjust our speed accordingly along the way.

I was a second slow about 1/2 mile out and accelerated to 120mph to try to close the time gap by the finish. Based on our own stop watch calculation, we thought we were close, but with 25 other competitors in our class, one can't be sure.

At the banquet awards ceremony the announcer stated that 1st and 2nd place were represented by two of the oldest cars in the entire event. We were optimistic when we heard that comment. Unfortunately, we were announced in second place and seasoned participants who drive a Cobra, earned first. As Mike Drew pointed out, they were .003 MPH off the 110 target speed; however, we were only .007 MPH off the target speed. We lost by .004 MPH!!! These events are very competitive.

Dan Mixon mentioned that my car ran well and it did; but not perfect. I was thrilled that efforts I had taken to elevate my PCV valve out of my valve cover with a new riser. It worked at eliminating the suction of oil into the base of my carb. I had plumped in an oil/water separator into the hose between the PCV valve and the base of the carb to confirm this was the case. Although the best evidence was that my spark plugs were very clean and not oil fouled as they generally were previously. On the negative side, my engine developed a vibration at the higher RPMs. This vibration feels as if the motor is not balanced properly - although, I do not believe that this is the case. After dropping my trailer off at Grays today, I drove the car home and it had the vibration at lower RPMs as well. I have had these exact same symptoms before and it was due to a misfire caused by a failing MSD Coil. I had sent this very coil back to MSD for repair and they returned it to me repaired - or so I thought. At this moment, I am confident it was the coil and will swap it out for another to confirm. Despite the misfire/vibration, the car had plenty of pep.

Team Pantera had a great time and I am certain the others will chime in with their experience.

JT