

SNAKESKIN

Cobra Car Club of WA Newsletter

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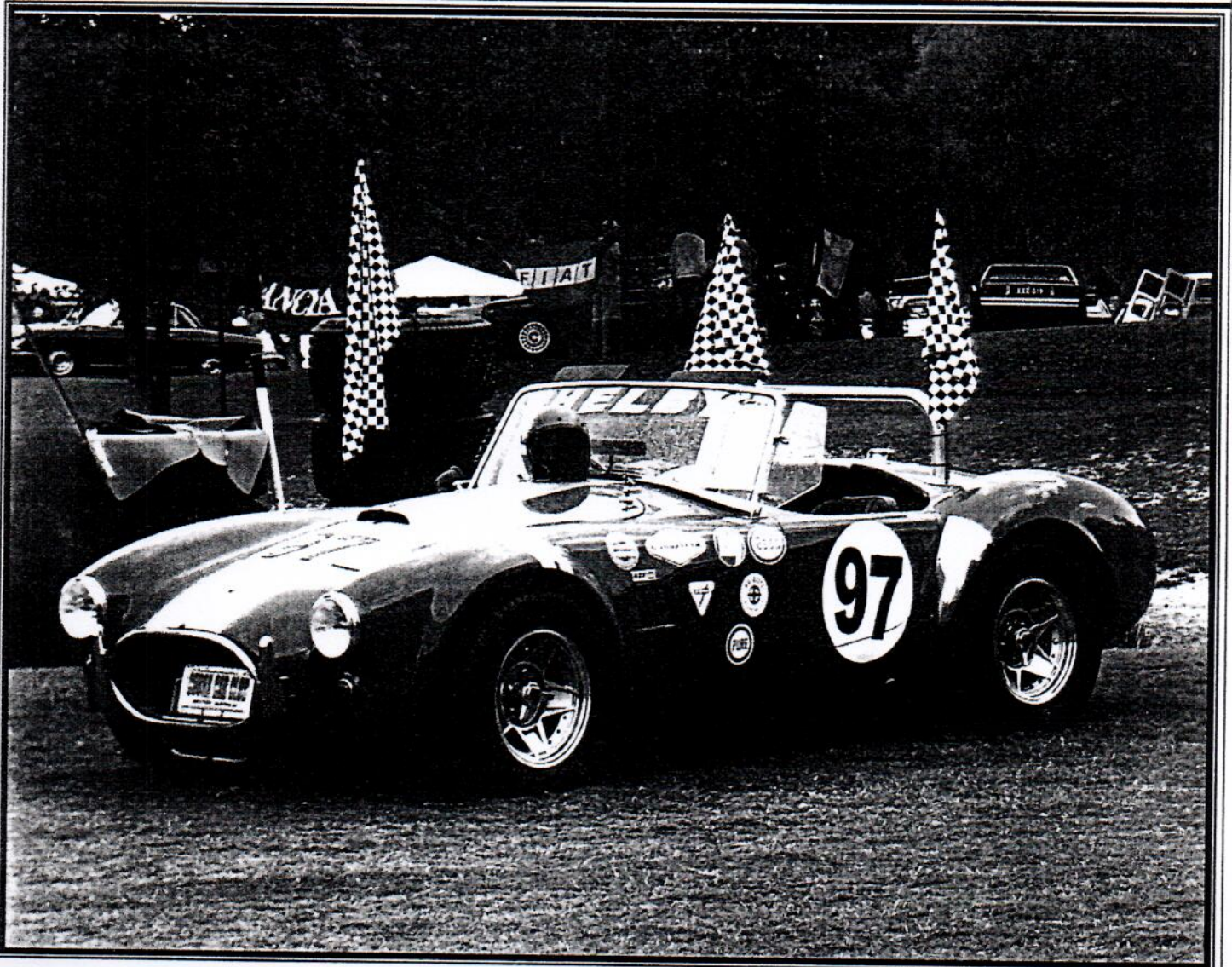
Classic Car Show at Whiteman Park.

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"Valentines Day Run"



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The "Meechin Special" at the Classic Car Show.

It was a few minutes before the allotted 5:00pm start time on a mild and sunny afternoon that we rolled into the BP service station at Booragoon to find Dave and Jessie Kent, looking resplendent in their shiny Cobra and both sporting lots of red in line with the Valentines Day theme. Made Rob and I look rather boring! Next to arrive was Murray Neindorf and Mike Warren. Murray's red car is always going to be right for a Valentines Day cruise. Right on cue at 5:00pm Ron and Nola McNally arrived. After a quick pit stop for Nola and a phone call to Harry McClymans to set up the photo shoot as we drive under the Mount Street pedestrian flyover we were away. Getting out of the servo and into the Garden City shopping traffic at that time of the afternoon proved a little interesting but it wasn't long before the four cars were in convoy heading down Leach Highway to the Kwinana Freeway on ramp.

It was a quick run down the Freeway in moderately heavy traffic but the boys managed to be in the obligatory 2 x 2 "photo" formation as we approached the Narrows Bridge. An enthusiastic wave to Harry as we drove under the flyover and it was onto the Mitchell Freeway exiting at Karrinyup Road for the run along West Coast Drive to the Hillarys Boat Harbour car park to link up with the northerners.

To show just what a village Perth is - while we were stationary at the lights at Karrinyup Road and West Coast Highway a young boy on a skateboard yelled out

"Hey, is that a Cobra?" "Yeah sure is." "Do you know Brian Plank?"

Turns out this lad races Soap Boxes with Brian's son. Small world. Also says if you want to keep it a secret don't do it in a Cobra!

It was such a pleasant late afternoon and there was so much pedestrian activity along West Coast Drive. I lost count of the number of wolf whistles and excited waves someone in our convoy was generating. It certainly could not have been our unfinished, unpainted - one-day - to be completed Cobra. Rob and I figured it was either Jessie or Nola. Sorry Murray!

At Hillarys we linked up with Craig Costello and Heidi, Harry and Coleen McClymans, and Ron Meechin. Rob never did tell me how we could leave Harry taking the photo from the pedestrian bridge at the Narrows Bridge and he managed to beat us to Hillarys.



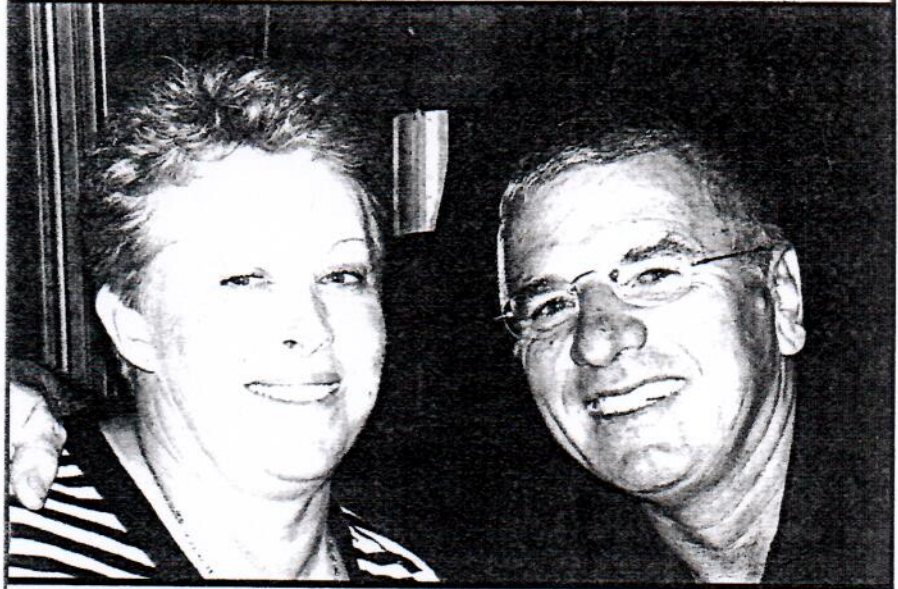
The Southerners heading north in Cobra formation.

While we were standing around chatting in the car park we were approached by the photographer for a wedding party who spied that the stripes on Ron Meechin's car matched perfectly with the dresses being worn by the Bride's Maids in the wedding party. So with much merriment Ron's car became the centerpiece for a run wedding photo shoot. You couldn't wipe the smile off Ron's face.

So with the photos done it was off on the next part of the run down the coast to Fremantle. I must say some of the exits from the sparsely populated car park were somewhat exuberant, but boys will be boys. No mention of the boy who now had an even bigger smile on his face! After a quick stop for Murray to fuel up we were away once more. Again, it is certainly amazing how much attention a few Cobras in convoy can attract.

Getting into formation for the next photo opportunity under the footbridge over Sevetus Street proved much more challenging and we did not quite pull it off with some ordinary cars wanting to be in "our photo". Silly Volvo drivers!

Down to Fremantle for the obligatory run through the "cappuccino strip" and Ron McNally was able to show us the restaurant in Norfolk Street he is targeting for a future Club event. It was then off to the Fremantle Monument in perfect time to see the sun setting peacefully in the West. Very- sort of- romantic! At that point the very thoughtful Cobra men presented the ladies with a Valentines Rose and obligatory heart shaped chocolate. How to win over a woman's heart!!



Ron and Nola McNally at the Paynes residence after the "Valentines Day Run"

After a short discussion it was decided it had cooled sufficiently and the wind was stiff enough not to want to drive too much further south so it was back to Bull Creek and the Payne's for an impromptu phone delivery Pizza dinner. I must say Tully Court has never looked more resplendent than that night with all those beautiful cars parked in the street. It also showed the neighbours what a finished Cobra looks like. Sorry Rob.



The party makers enjoying Rob and Sue Payne's hospitality.

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Auto One's Classic Car Show for me started on Saturday night with a drive out to Whiteman Park at around 7pm and it had just become dark, Coleen and I drove around for a while looking to find the Kents (Dave, Jessie and Troy), who were going there at around 5pm to rope off our area with the club bunting and protect it from other car clubs who would try to encroach on our patch. We finally found them at the last gate, Gate No.6. I was impressed with what I saw, they had their old mobile home bus set up with a flood light covering the clubs area with 2 Cobras already in place and the kettle was on, so we were offered tea and coffee and a chair. We then got down to discussing possible numbers of cars coming on Sunday and how we would arrange them for best advantage on the following day, but with the forecast predicting a 40degree day, we could only keep our fingers crossed.

Sunday started very early arriving at Whiteman Park at about 7am with the ute fully loaded with memorabilia boards, racing tyres, the wheels and tyres of my Cobra, stickers, flags, compressor, jack and a whole heap of stuff to transform Ron Meechin's Cobra into a racing car for the day. Ron and Connie Meechin arrived around 7.30am and left the car for us to do our magic.

First we changed the wheels and tyres and fitted bigger, shinier gold ones that really suited the colour of Ron's Cobra, a stack of racing slicks were stacked next to it, also with the compressor, trolley jack, car stands and Ron's wheels and tyres. We then fitted chequered flags to the roll bar, the number '97' on large white circles to the doors and bonnet also home made racing decals from the '60's Cobra racing era' on the front guards in front of the doors, a set of racing seat belts, 'Shelby Motors' number plate surround and the name "Shelby" across the top of the windscreen in pale blue letters—it looked a treat. Just as we finished, Jessie Kent had breakfast of bacon, eggs, toast and another nice cup of tea ready—many thanks.



Cars by the lake..... Dave Tadic, Karl Balling, Dave Bennie and Ron Meechin along with the Cobra board

Cobras had been coming in during this time and setting up with a bit of final cleaning, if you are familiar with the site, we had four cars each side, four near the small lake and four near the bus with the crowd being able to pass through the centre of them. Cobras on show were Dave Kent, Troy Kent, Dick Hogen-Esch, Brian Plank, Karl Balling, Dave Bennie, Ron Meechin's race car and Dave Tadic all the way from Albany (well done Dave).

Once it was all set up—it looked great – with plenty of colour and interest. Dave and Jessie had erected a gazebo out the front of the bus to provide shade and a seating area to look out over the display of eight Cobras on the grass by the lake (ducks and all). Cobras always attract a lot of interest, no matter where they go and this Sunday was no different. With the passing parade of spectators admiring the cars and even the race car raised a few smiles with Carroll Shelby's red racing helmet on the bonnet.

The day progressed well with the temperature soaring to very hot very fast and making any trip out into the sun extremely uncomfortable. I wandered around the Classic Car Show and found myself seeking out the shade where ever I could, luckily Whiteman Park has many large trees providing plenty of shade. Displays were everywhere and interesting, the display I enjoyed most was the 'racing thru' the ages' with all kinds of racing cars and bikes and how far racing has come over the ages. Although the crowd was very busy, I think the numbers were way down due to the terrible heat on the day, 41degrees F.



The Classic Car Show covers almost everything on wheels from Anglia's and Audis to Zeta's and Zephyr's also vintage trucks, military vehicles and tractors, even the only one in Australia, the huge 300B Chrysler 2-door luxury car from 1956, with automatic radio station tuning at the push of a button, this car was displayed and owned by our very own Murray Neindorf along with this Valiant Charger. In my travels I found a lonely Lamborghini Urracco in its own display of "Special Interest Vehicles" it was a pity that it was on its own—would liked to have seen a few more unusual cars.

Mid-afternoon atmosphere in the gazebo the was friendly and jovial as jokes were made about Ron's new look Cobra, we were wondering how long he would leave the stickers on the car, suggestions ranged from a week to a month were common until the winning comment—'until they wear off!'. Well the weather made that decision for us with the extreme heat, clouds began to build up and a few spots of rain came down, nothing to worry about, it just added to the laughter but then more clouds appeared and the occasional rain drops turned into light rain and everyone headed for the Cobras to fit covers trying to keep their seats dry—but me thinks it was too late, they got wet anyway. After the rain passed a quick inspection of Ron's Cobra revealed that the inks on the homemade decals were running and causing many different coloured streaks down the car and windscreen, - so we set to washing them off and cleaning the car up a little, the numbers and stripes were OK as they were vinyl so more laughter at Ron's expense—sorry Ron – but you just had to be there.

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Whiteman Park .

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During the day other club members visited the display and stopped for a chat and a drink in the gazebo. Among them Perry Ruffo, Terry McKay a member from Mt Newman, Terry Lovell, Murray Neindorf and the recovering Rob Payne still looking a little worse for wear after his ruptured appendix operation and the ever effervescent Sue Payne with her little fruit platter.

The memorabilia and club stand attracted a lot of attention as people stopped to look at posters and read about Cobras also reading pages of some of our Cobra runs from copies of the Snakeskin, these were laminated and stuck down to the table for all to read.

The compressor even had a use at the end of the day, a fellow with a flat tyre needed his tyre pumped up so we plugged it in and pumped it up but it went down again—a faulty valve was the problem—off to the ute I went and got a valve remover and spare valve and promptly fixed his problem, so he could get home—it put a big smile on his face because it was a long way to a service station and he had no way of getting there.

The event finally drew to a close around 4pm where we returned Ron's Cobra back to normal (well almost normal—enjoy the new look Ron) and everyone packed up and cleared up and were heading home—it was an enjoyable day I shall long remember and big thanks to Dave, Jessie and Troy Kent for their set up and the help they gave me in preparing and cleaning up of Ron's car for the day. Thanks to BP for your help removing the wet stickers and to the members who displayed their cars a big thank you for your time and effort to make it an excellent day.

Editor.....Harry Mac.



The other side of the display, Troy Kent, Dave Kent, Brian Plank and Dick Hogen-Esch with the gazebo and b

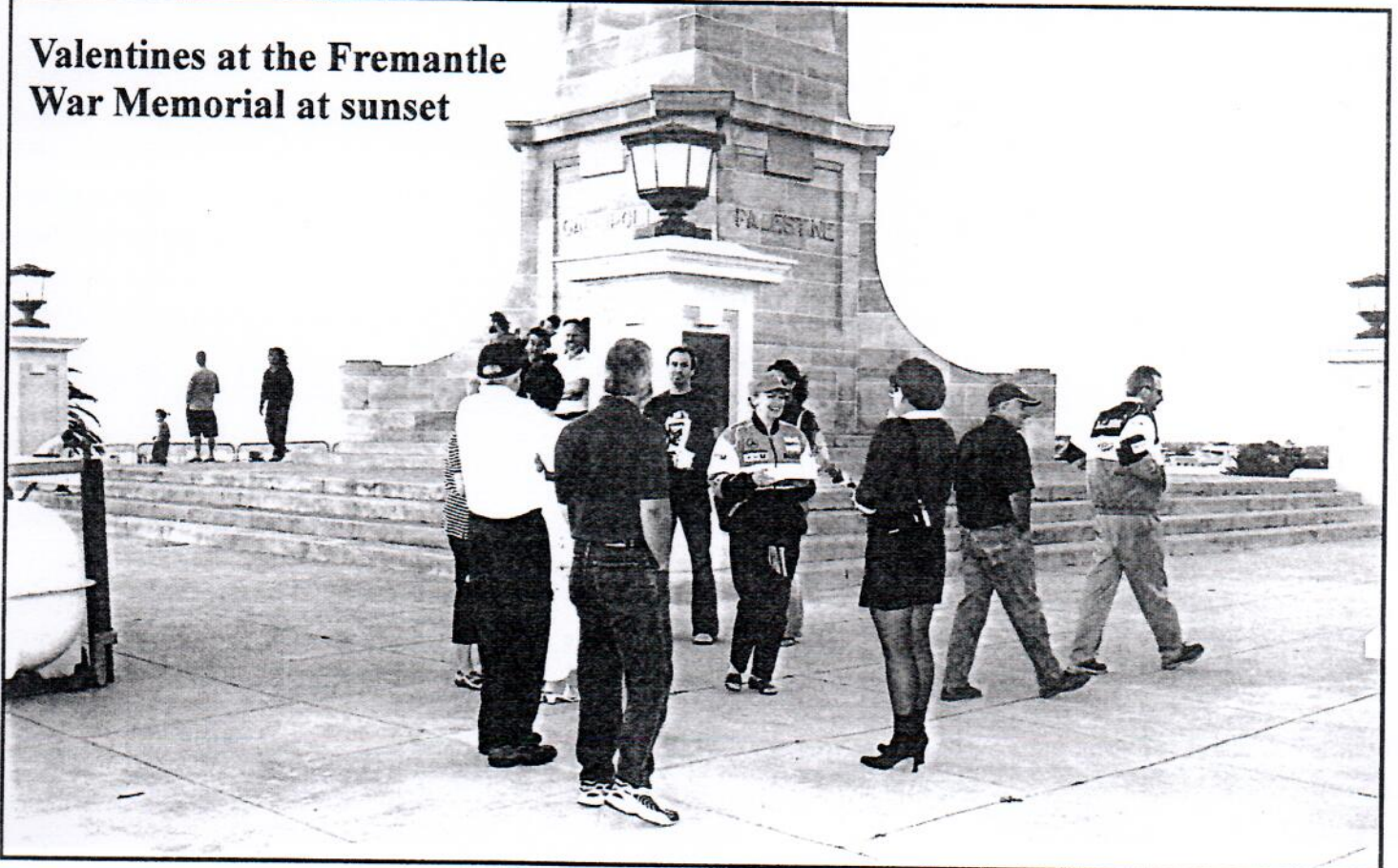
So with copious pizza, a Red Rooster dinner for Harry, a few beers and a few wines, and a “rainy day” type home made Ice Cream cake from the freezer, I will venture to say a good night was had by all. I know Rob and I certainly enjoyed ourselves and we did feel somewhat weary the next morning. That’s normally a sure sign of a good night.

So, thanks go to Ron McNally for organizing the run and to all those who came back, thanks for making it a great night.
Sue Payne.



Wedding Party enjoying a photo shoot with Ron Meechin's Cobra at Hillary's Boat Harbour.

Valentines at the Fremantle War Memorial at sunset



“Driving faster.....with safety.”

By Rob Payne

It all started with my desire not to have my first “lose” on a public road.

After nearly 12 months of driving my registered, but unfinished Cobra, with great care so as not to embarrass myself I decided it was time to know what it feels like to have the back end try to pass the front. However, I soon discovered how difficult it is to find somewhere to do this sort of thing with absolute safety and without breaking the bank. It was only when I was given the telephone number of John Hurney, the President and Chief Driving Instructor for the WA Sporting Car Club, did I find someone at all interested in helping.

John has been racing cars for in excess of 30 years, is passionate about the sport and so enthusiastic when it comes to introducing others to motor racing (no matter how old they might be). With all the necessary encouragement from John we agreed he would spend an afternoon with me, one-on-one, in my car at Barbagello Raceway.

That was in December. I spent 3 hours with John at the track and had an absolute ball. He was able to show me the correct driving techniques, the right lines, turn in points, corner apexes and “how easy it is to turn these beasts around”. And it was all done with maximum safety. In addition to learning about driving faster John was able to critically analyze just where my car is at. It was quickly evident my tyres, although having ample tread were too old and hard to be safe, my brake pads were too soft, standard brake fluid can be very dangerous with any sort of heavy braking, and I still have a way to go to get the correct geometry on my car, particularly at the back end.

Having had such a fun and informative introduction to driving my Cobra faster I was keen to make the most of the improvements to my car and to go further. John offered to do another Driver Training and suggested the best value would be achieved if I could get another 3 participants. It didn't take long for Brain Plank, David Bennie and David's son Ryan to put their hands up and so the next session was arranged.

A week before the chosen day we all met at John's home so he could go through how he would run the track session. He also gave some pre-track instruction and advice on how to prep the cars. For my part I had new brake pads fitted, upgraded my brake fluid and fitted my second set of wheels with slightly better rubber.

So it was at 7:00am on a mild and slightly overcast morning that we met John at Barbagello Raceway. We had three Cobras and Ryan was to do his initial work in the old man's Mercedes. Harry McClymans kindly offered to join us at the track with his truck loaded with spares, wheels, tools and a compressor (I'm sure the kitchen sink was in there somewhere). Naturally he also had his trusty camera. A man of little confidence he suggested he was looking to have a shot of the first car in a sand trap on the cover of the next “Snakeskin”.

The track was slightly damp, from either overnight rain or the damn reticulation, so John decided while the track proper dried he would teach us how to tackle “Ford Corner” (the renamed “Novis Corner”).

Witches hats were placed at the left hand side turn-in point, the right hand side apex of the corner and two hats formed a “gate” on the left hand side exit. After some track-side instruction John hopped into his day car (a very impressive Subaru Impreza) to show us how it should be done.

The idea being that we would start from the top of the back straight, achieve maximum (comfortable) speed down the hill in top gear before braking, executing a “heel and toe” change down to third, settle the car before turning in, catching the apex and accelerate out drifting wide and through the “gate”. So easy!

After each run, John (who was now standing track-side), would tell us how we went and how we might do it better. After 8 or so runs I think most of us could say we were starting to feel more comfortable with what we were doing and there were no major embarrassments.



The early morning line up — Brian Plank, Rob Payne, Dave Bennie and Ryan Bennie in the Mercedes Kompressor.

No photo for the front page of the "Snakeskin" yet.

With the track now drying we all piled into the Fire Truck and at each corner for the short track (Barbagello Raceway has both a short and long track) John would set up the witches hats and show us the lines we were to take. Most of the track is taken in either 3rd or 4th gear except for the top crossing on the short track which requires a further downshift to 2nd.

With the track now set up John did a couple of laps in my car with the others in convoy to show us the correct lines. Following that we were let loose with John alternating from one car to the other for more specific instruction.

As the morning progressed we were all going much quicker and while I understand Brian and David had a couple of over exuberant shots at the top crossing Harry was still waiting for his front page shot.

After 30 laps or so (generally in stanzas of 8 – 10 laps) it was back into the Fire Truck to set up the hats for the long track and the process was repeated.

Running the long track introduces the additional straight out of Shell corner, the sweeping 130 degree right hander at Kolb Corner and a much faster run into the back straight down to Ford Corner. Having practiced Ford Corner at the lower speeds and getting confidence with it as part of the short track it really can be rather exhilarating when taking it coming off the long track.

At about 11:30 am or so I was spent, as I think were the others. All good things must come to an end so after a chat and a debrief from John it was back to the real world.

I think I can safely say we had a wonderful morning. We had a lot of fun and learnt heaps. We all know more about our cars and have a much better feel for going faster.

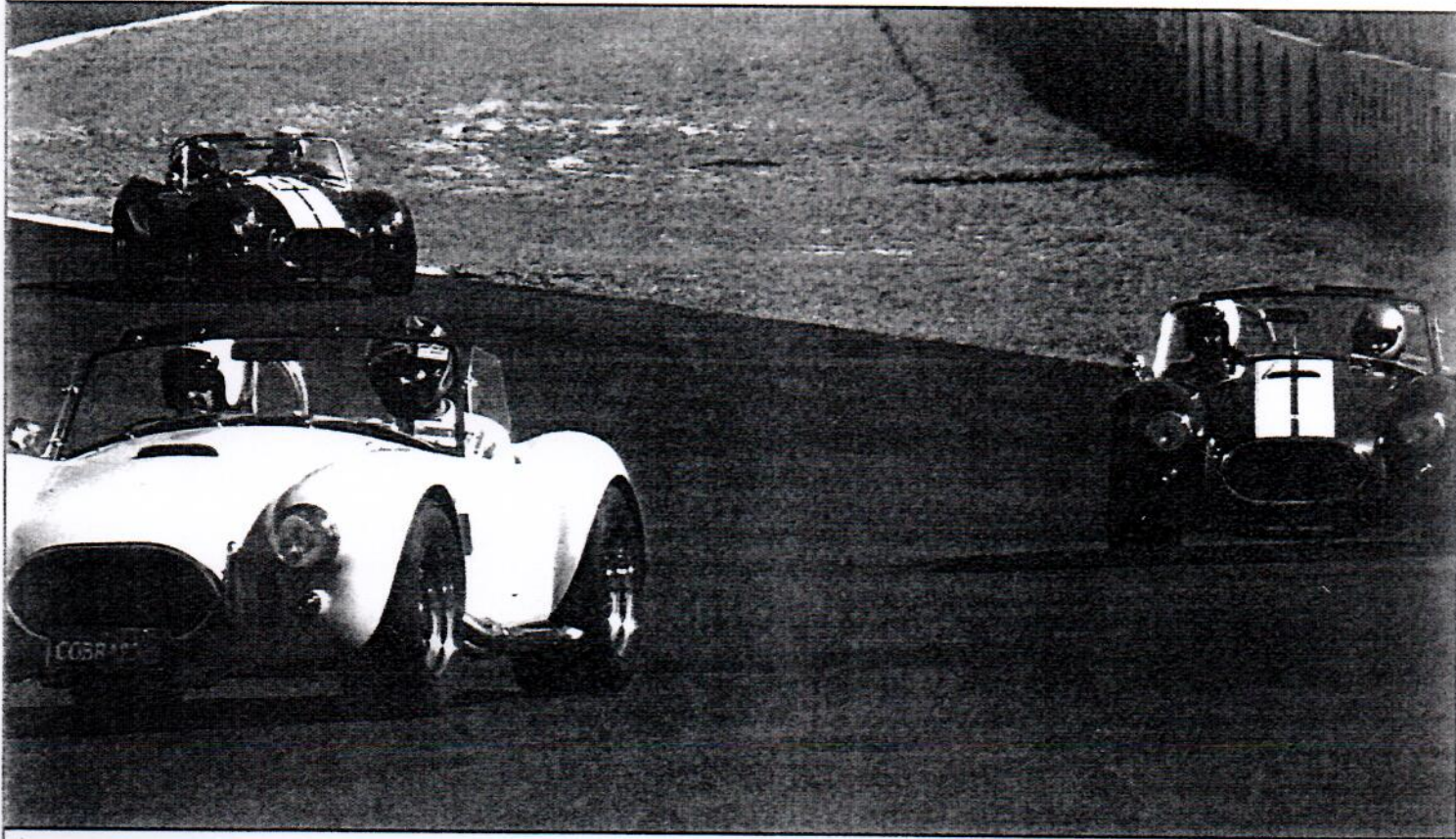
Thanks to Brian, David and Ryan for your participation in the session and thanks to Steven -David's younger son for your help in setting up the track with witches hats. A special thanks to Harry for your support. I'm pleased we did not need any roadside assistance and sorry you did not get that pic. Not !!!!!

For my part I know I have some work to do on my car to make it both faster on the track and safer on the road.

As owners of very powerful, and often tricky, cars we do owe it to ourselves, and our passengers to learn our cars and ensure our driving techniques match the vehicle. I am now comfortable that the right tuition is available, it can be fun, it can be done at an affordable cost.....but most importantly it can be done safely without risk to ourselves or our cars. (so endeth the sermon)

Rob Payne

PS: Any members with an interest in participating in similar events should let me know. I am keen to do a little more.



Cobra's having fun at Wanneroo.

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Cobra's lined up outside Bugatti's Café in York, while the members are having breakfast



York Run March '04. Meeting at the Lakes Roadhouse at just after 7am were Dave and Jessie Kent, Harry and Coleen McClymans, Dave Bennie with son Steven, Rob Keene, Keith Ennis and Colin Rainbird. Headed for York about 7.40am with Dave Kent showing the way. Traffic was light until we got closer to York where we encountered a line of cars behind a driver that was still asleep judging by the way he was driving. We all enjoyed a relaxing breakfast and a lengthy chat. Following breakfast Keith, Colin and Rob set off home and the rest of us had a long look at the JAR-ROC studio and admired the beautiful timber work on display, Dave Bennie purchased a stunning kaleidoscope made from timber and glass— it was a piece of art. Jessie wanted one of the giant tables on sale but decided against the \$18,000.00 price tag, I think they would have trouble fitting it in the house without knocking down a few walls. We then took off to the south and through Beverly on the way to the Kent's residence in Armadale for tea, coffee and cake, I think it was about 3.00pm when Coleen and I left to go home and we both had a "NICE SUNDAY DRIVE".....Harry Mac.

SUE PAYNE'S..... recipe for the Ice Cream Cake.

Soak 2 cups of mixed dried fruit in your choice of liqueur. I used half a cup of Cointreau.

Line a 4 litre bowl with glad wrap.

Soften 2 litres of vanilla ice cream and fold in 2 crushed Cadbury Crunchy bars.

Line the walls of the bowl with the vanilla mixture and set in the freezer.

Soften 2 litres of chocolate ice cream and fold in the marinated dried fruit.

Pour the mixture into the center of the frozen vanilla ice cream and level out.

Place back into the freezer to set.

When ready to serve invert the bowl onto a platter and sprinkle the ice cream with 2 crushed Cadbury Flakes.

Great for when friends drop in.

THE GOLDEN GOOSE-

How about a nice Sunday drive? Is the call from the other half over the Sunday morning bacon and eggs. I immediately start thinking of where to go that I haven't been before, pretty hard task seeing how I have lived my life here in Perth and work all over Perth and WA in the building industry, also where is there a place I haven't been yet, she makes a few suggestions, but arty crafty stuff isn't my idea of fun. I think to myself are there any car shows on (but I wouldn't dare mention it). She mentions something about a festival for mystical magic and fairies, I am still thinking about how to convince her that she would enjoy the tractor pulls, but I know it won't work—she says we should go and visit her friends from work and look at their "4-hole mother of pearl shirt button collection and their cactus gardens (!)", now I know she is just winding me up and somehow she knows I am still thinking about cars and car shows, but lack the intestinal fortitude to raise it as a place to go for a nice Sunday drive.

With breakfast out of the way, we decided not to go anywhere in particular, we would just go for a nice Sunday Drive—to Mandurah—bloody Mandurah, 100 kilometres away from the northern suburbs, just for a drive, Oh! Great—now she wants to have a look at the Dawesville Cut—why not go to Bunbury or Dunsborough!!

So how do we enjoy a relaxing drive in this day and age? First we either listen to the radio or remember the previous night's TV reports or download them from the net—and you all know what I am talking about—"Speed Camera Locations" - it's not that I want to speed and race around the streets - it's just in case, for a fleeting moment when you aren't looking at your Speedo, possibly at the bottom of a hill where you may just exceed the speed limit by 5 to 7kph, there you will find it—the Golden Goose of police forces all over the world—a speed camera.

With covering many thousands of kilometres every year and you are on different roads every day, you are forever looking for them, or listening to the radio for their locations, you can't relax for a second, checking your speed or wondering if you are doing the correct speed on the street you are on, until you see a sign to tell you the speed of this section of the road, because you can guarantee it will change regularly. Possibilities 60-40kph near a school or 50kh in a built-up area, then it will become 70kph or maybe 80kph and then back to 60kph and all in the space of a kilometre. You turn from a one lane street at 70kph onto a 4-lane highway and bang your done, because the 4 lane highway is considered built-up area and it is only 60kph—I've been done on that one—it goes past the Carousel on Albany Highway, Cannington—what a joke! Traffic departments everywhere must have leather elbow patched experts with degrees in Confusion sorting out all the speed limits.

When you drive down any road you are constantly distracted looking for a camera in the shadows of a shrub while you are driving into the sun or blending in with the graffiti painting on the side of a bus stop or even in front of a pile of rubbish on the side of the road—when they have bulk rubbish collections—and the list goes on, I bet you could add a few of your own.

Maybe with the countless millions of dollars they collect from these evil pieces of technology, they could do something to help the motoring public be more aware of the changing speed limits e.g. colours relating to speed limits where every fifth white line in the middle of the road is painted a colour that relates to the speed on that section of road so the driver can instantly recognize the legal speed and make any necessary adjustments. There would be no need for these codes in the suburbs because they are all 50kph, so perhaps 40kph- purple, 60kph-blue, 70kph-green 80kph-yellow, 90kph-orange, 100kph-red, 110kph-pink with purple spots!!

So now our nice relaxing Sunday drive is far from relaxing, it has become an exercise in paranoia, you cannot enjoy the scenery passing by, you cannot have a conversation or become involved in your own thoughts while you are driving because the moment you do any of the above, there's a flash from the side of the road to remind you that you have just been speeding.

Harry Mac...Editor

A couple of articles from the net on brake fluid. Rob Payne gave me a story on the subject printed way back in 1971, so I have sourced a more current spin on such an important factor in our driving lives, very interesting, it has changed my idea on brake fluid forever.....Harry Mac.

- PUTTING BRAKE FLUID TO THE TEST -

As the safety of a motor vehicle is dependent upon it responding totally to a braking action dictated by circumstances which arise, often suddenly, the effectiveness of the fluid within the braking system is vital. Simply stated, brake fluid is a synthetic chemical formulation, specifically designed to be non-compressible, resistant to boiling, and to combat corrosion. There exists also, a mineral oil brake fluid employed in some European vehicles such as Citroen. However, in Australia, the fluids most commonly employed are those which conform to the "DOT" grading system, such as Dot3, Dot 4, Super Dot4, and Dot 5.1. These are all synthetic formulations.

Why the different gradings? Consider the continued development of braking systems over the years. Firstly, 4 wheel drums, then disc/drums, and finally, 4 wheel discs, and A.B.S. but that isn't all. The introduction of asbestos free linings and pads generated more heat than previously, and advanced disc design resulted in even less metal to dissipate that heat. Added to all this is the bodyshell aerodynamics of modern cars resulting in less airflow beneath the vehicle. This heat, in turn, raises the temperature of the brake fluid to varying degrees, and is the reason for various grades of fluid being needed. The vehicle manufacturers determine which grade is appropriate to accommodate the particular characteristics of their vehicle model, and their recommendations should always be followed.

When we speak of various grades of brake fluid, we are not referring to quality levels (although there exist some cheaper, poor quality fluids), but to the ability to conform to the requirements of various systems. Dot3 for example, boils at 205° when new, whereas Dot 5.1 will not boil below 260°, and has an increased ability to combat contamination. These figures refer to new fluid and are termed the DRY boiling point. As the fluid becomes worn and contaminated over a period of time, its ability to resist boiling is progressively lowered until it reaches its lowest safe level. This is termed the WET boiling point. The previous DRY figures referred to would thus be 140c and 180c respectively. Any level below these is highly dangerous.

Now to contamination. Unfortunately, due to its nature, brake fluid is HYGROSCOPIC. That is, it has a propensity to absorb moisture from the air, and as water will boil at 100c (at sea level), it is not difficult to understand that, as more moisture is absorbed over a period of time, the brake fluid boiling point is progressively lowered. When this occurs, it will vaporise, and as vapour is compressible (as opposed to pristine brake fluid), a position termed "vapour lock" will ensue. When this occurs, the brake pedal will become soft and spongy, and under emergency conditions the brakes can, and often do, fail altogether. Always remember that the greatest amount of heat is generated under sustained, or hard emergency braking, so that under normal driving conditions, the brakes may seem perfectly normal, while in fact they could be dangerous indeed. As a matter of record, official government tests undertaken within The European Economic Community, established that 47% of vehicles tested revealed brake fluid boiling points which were actually below even the minimum recommendations.

Vehicle manufacturers generally recommend brake fluid replacement at 24 monthly intervals, however it should be understood that atmospheric conditions have a greater bearing on moisture contamination than does time or distance travelled. For example, a vehicle driven mainly in tropical, humid or high rainfall areas will have its brake fluid fall out of specification far more quickly than one confined mainly to dry, desert like conditions, even though the latter may have travelled a greater distance over a longer period of time.

To Stop or Not ?

The efficient operation of a vehicle's braking system is the most important consideration before setting the wheels of a motor vehicle in motion. Just about everything that's on the new car market these days provides the motorist with more than enough power to get them off the mark and take them over that government revenue generating speed limit before they realise.

Now the hard part-how to stop that vehicle with the same degree of efficiency and control that the vehicle had when it was new. The question relates to how efficient is the braking system on the vehicle when it's a little older, say 12 months, and it has travelled some 30,000 kilometres. That leads to the most overlooked component of a vehicle braking system-The Brake Fluid. Vehicle and brake fluid manufacturers recommend that the brake fluid be changed periodically. Brake fluid is Hygroscopic-it attracts and absorbs water. This is unavoidable. It is part of brake fluid's chemistry and even though it is in a "closed" system, the attraction for water is so strong that it is still absorbed. When brake fluid absorbs water, its boiling point is reduced. A good quality fluid, having a boiling point of say 260°C when new, could, over two years have its boiling point gradually reduced to about 160°C. This deterioration continues and eventually the heat produced by friction between the brake lining materials and discs or drums may vaporise the fluid. Vapour, unlike liquid, is compressible, so pressing the brake pedal merely compresses vapour instead of operating the brakes. (This is known as the vapour lock point and it is slightly lower than boiling point). This kind of brake failure can only be avoided by changing the brake fluid regularly. How often should brake fluid be changed? Brake fluid deteriorates not with distance but with time. It continues to absorb water even when the vehicle is stationary.

Most vehicle manufacturers recommend regular brake fluid changes on a time basis, eg. every year. Unfortunately, such recommendations are not always followed and independent surveys have shown that many vehicles have dangerous brake fluid in them. Vehicle manufacturers also specify the brake fluid performance required, usually by reference to a DOT specification, and brake fluid should therefore always be changed before it "falls out" of specification. DOT specifications include minimum boiling point requirements and measurement of boiling point is one of the best ways to determine whether or not fluid needs changing. With the price of good quality brake fluid below \$14 per litre it makes good sense to change it on a regular basis.

A group of professional people posed this question to a group of 4 to 8 year-olds, "What does love mean?"

"When my grandmother got arthritis, she couldn't bend over and paint her toenails anymore. So my grandfather does it for her all the time, even when his hands got arthritis too. That's love." (Rebecca - age 8)

"When someone loves you, the way they say your name is different. You just know that your name is safe in their mouth." (this ones so sweet) (Billy - age 4)

"Love is when a girl puts on perfume and a boy puts on shaving cologne and they go out and smell each other." (Karl - age 5)

"Love is when you go out to eat and give somebody most of your French fries without making them give you any of theirs." (Chrissy - age 6)

"Love is what makes you smile when you're tired." (Terri - age 4)

"Love is when my mommy makes coffee for my daddy and she take a sip before giving it to him, to make sure the taste is OK." (Danny - age 7)

"Love is when you kiss all the time. Then when you get tired of kissing, you still want to be together and you talk more. My Mommy and Daddy are like that. They look gross when they kiss" (Emily - age 8)

"Love is what's in the room with you at Christmas if you stop opening presents and listen" (Bobby - age 7) (Wow!)

"If you want to learn to love better, you should start with a friend who you hate," (Nikka - age 6)

"Love is when you tell a guy you like his shirt, and then he wears it everyday." (Noelle - age 7)

"Love is like a little old woman and a little old man who are still friends even after they know each other so well." (Tommy - age 6)

"During my piano recital, I was on a stage and I was scared. I looked at all the people watching me and saw my daddy waving and smiling. He was the only one doing that. I wasn't scared anymore." (Cindy - age 8)

"My mommy loves me more than anybody. You don't see anyone else kissing me to sleep at night." (Clare - age 6)

"Love is when Mommy gives Daddy the best piece of chicken." (Elaine-age 5)

"Love is when Mommy sees Daddy smelly and sweaty and still says he is handsomer than Robert Redford." (Chris - age 7)

"Love is when your puppy licks your face even after you left him alone all day." (Mary Ann - age 4)

"I know my older sister loves me because she gives me all her old clothes and has to go out and buy new ones." (Lauren - age 4)

"When you love somebody, your eyelashes go up and down and little stars come out of you." (what an image) (Karen - age 7)

"Love is when Mommy sees Daddy on the toilet and she doesn't think it's gross." (Mark - age 6)

"You really shouldn't say 'I love you' unless you mean it. But if you mean it, you should say it a lot. People forget." (Jessica - age 8)

And the final one to melt anybody's heart: Author and lecturer Leo Buscaglia once talked about a contest he was asked to judge. The purpose of the contest was to find the most caring child.

The winner was a four year old child whose next door neighbour was an elderly gentleman who had recently lost his wife. Upon seeing the man cry, the little boy went into the old gentleman's yard, climbed onto his lap and just sat there. When his Mother asked him what he had said to the neighbour, the little boy said, "Nothing, I just helped him cry."

SCARY THINGS

We all suffer from a bogie-man or two, of some sort or another, they are born into our subconscious at a very early age, they are fears of all we can see and imagine, from spiders to spacemen, from dinosaurs to dentists—my apologies to the dentists—but they are one of my main phobias along with spiders and other crawly things.

As we get older we can begin to understand our fears and most of the time we can control them or get over them completely. But again, as we get older we start to develop new fears and phobias, generally through ignorance of whatever it is we fear, take for example a simple prostate test - *"I can feel your skin crawling now."* It has been suggested by my wife and my doctor to have this test done, (because I am 56yrs old) and in the "prostate testing age". I don't understand my fear of such a simple test, but I know I will have to come to terms with it soon.

So our fears live and change with us as we go through life, just the other day I was introduced to a possible new fear! I received from Medicare a form addressed to Harry McClymans with a cheque for my doctor and a note reminding me it has been two years since my last PAP test. I don't remember having the first one, so it must be so horrible that my subconscious has totally wiped it from my memory. Just out of curiosity I asked my wife Coleen if she has had a PAP test—all she said was "Yes, and it is not always very comfortable". I can tell you, if I didn't know better, my fears would be running rampant and it would make a trip to the dentist sound like a pleasant experience.....**or has someone at Medicare made a mistake??????**.

Please see form below.

Editor Harry Mac



Statement of Benefit

PAID IN FAVOUR OF PROVIDER



MR H MCCLYMANS
1 ELEANOR CT
CRAIGIE WA 6025

000280 1/1 55, 10/03/04
WA PHONE 132 011
PROVIDER DETAILS

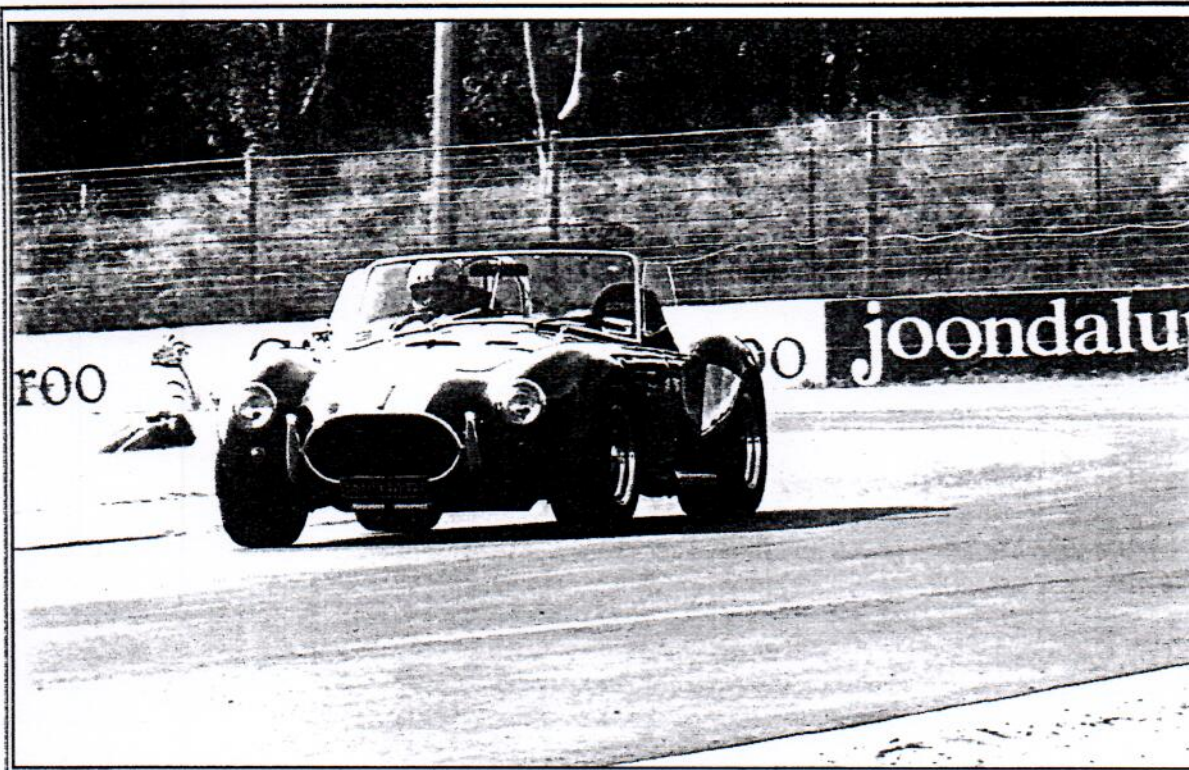


PATIENT NAME	PROV NO	DATE	NO	ITEM	CHARGE	SCH FEE	BENEFIT EXP
MCCLYMANS, HARRY D	[REDACTED]	210204	1	23	40.70	30.20	25.70
TOTALS					40.70		25.70
TOTAL CHEQUE AMOUNT							\$25.70

TWO YEARS SINCE YOUR LAST PAP TEST? THEN LET YOUR GP KNOW.

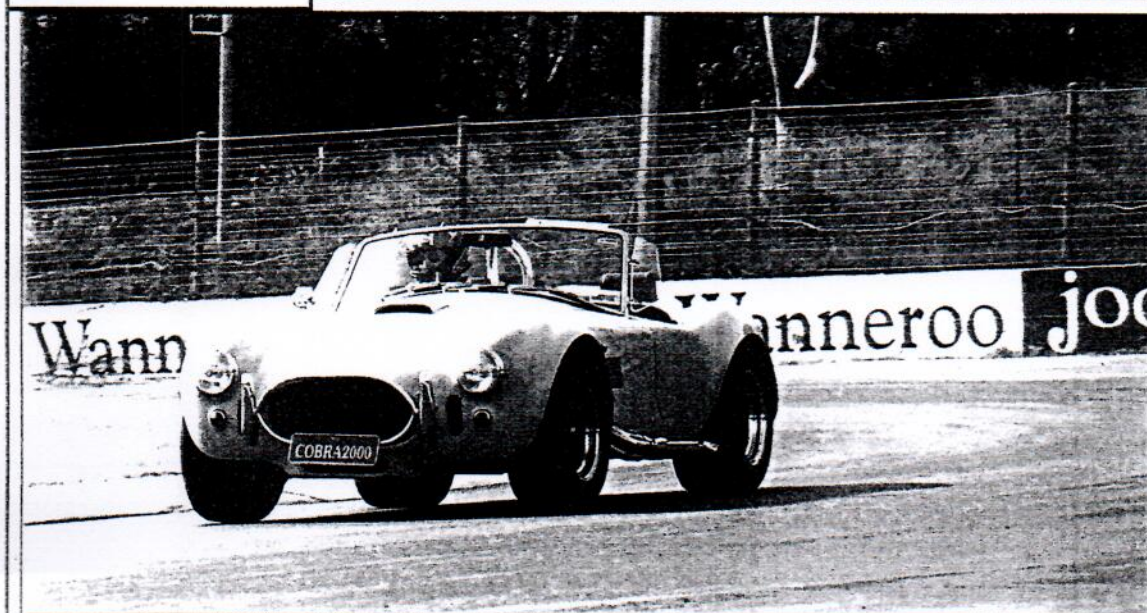
"Wanneroo training day"

pictures by Harry Mac.



Brian Plank powering out of Novus corner with the rear inside wheel almost off the ground and it sounded awesome as it went passed with full on throttle. You just cant hear that sound on the street.

Dave Bennie also hammering through the Novus corner, under power it was lifting the front and making the rear squat, he said he needs to work on the shockies, it still looked good.



Rob Payne with drivers text book cornering, very clean and smooth lines, too smooth no chance of the embarrassing photo for the big "Snakeskin" shot, but I was hoping nobody lost it in front of me.?????

FEMALES VS MALES:

1. NAMES

If Laurie, Linda, Elizabeth and Barbara go out for lunch, they will call each other Laurie, Linda, Elizabeth and Barbara.
If Mark, Chris, Eric and Tom go out, they will affectionately refer to each other as Fat Boy, Godzilla, Peanut-Head and Scrappy.

2. EATING OUT

When the bill arrives, Mark, Chris, Eric and Tom will each throw in \$20, even though it's only for \$32.50. None of them will have anything smaller and none will actually admit they want change back. When the girls get their bill, out come the pocket calculators.

3. MONEY

A man will pay \$2 for a \$1 item he needs. A woman will pay \$1 for a \$2 item that she doesn't need but it's on sale.

4. BATHROOMS

A man has five items in his bathroom: a toothbrush, shaving cream, razor, a bar of soap, and a towel from the Marriott.
The average number of items in the typical woman's bathroom is 337. A man would not be able to identify most of these items.

5. ARGUMENTS

A woman has the last word in any argument. Anything a man says after that is the beginning of a new argument.

6. CATS

Women love cats. Men say they love cats, but when women aren't looking, men kick cats.

7. FUTURE

A woman worries about the future until she gets a husband. A man never worries about the future until he gets a wife.

8. SUCCESS

A successful man is one who makes more money than his wife can spend. A successful woman is one who can find such a man.

9. MARRIAGE

A woman marries a man expecting he will change, but he doesn't. A man marries a woman expecting that she won't change and she does.

10. DRESSING UP

A woman will dress up to go shopping, water the plants, empty the garbage, answer the phone, read a book, and get the mail.
A man will dress up for weddings and funerals.

11. NATURAL

Men wake up as good-looking as they went to bed. Women somehow deteriorate during the night.

12. OFFSPRING

A woman knows all about her children. She knows about dentist appointments and romances, best friends, favorite foods, secret fears and hopes and dreams. A man is vaguely aware of some short people living in the house.

13. THOUGHT FOR THE DAY

Any married man should forget his mistakes. There's no use in two people remembering the same thing

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