

SNAKESKIN

Cobra Car Club of WA Newsletter

2006 September Edition

Volume 20

TARGA WEST 2006 A TRIBUTE TO THE KING OF THE MOUNTAIN

A BOY AND A DREAM: Peter Brock's favourite picture of himself, taking on the farm tracks in the first car he owned — an Austin Seven — when living in Hurstbridge, Victoria.
BELOW: The King of the Mountain wins another Bathurst title, this time in 1997.



THANKS BROCKY

Why we all
loved the
King of the
Mountain

By **PAUL GOVER**

PETER Brock was so much more than just a race car driver — he was a legend. He had the rare gift of making absolutely anyone feel special when they were talking to him. He would often spend hours and hours signing autographs and talking with anyone and everyone, even though he was on first-name terms with everyone from prime ministers to the heads of major industries.

"He'll always be remembered as Peter Perfect," the Brock of the new generation, Craig Lowndes, said yesterday.

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Targa West 2006

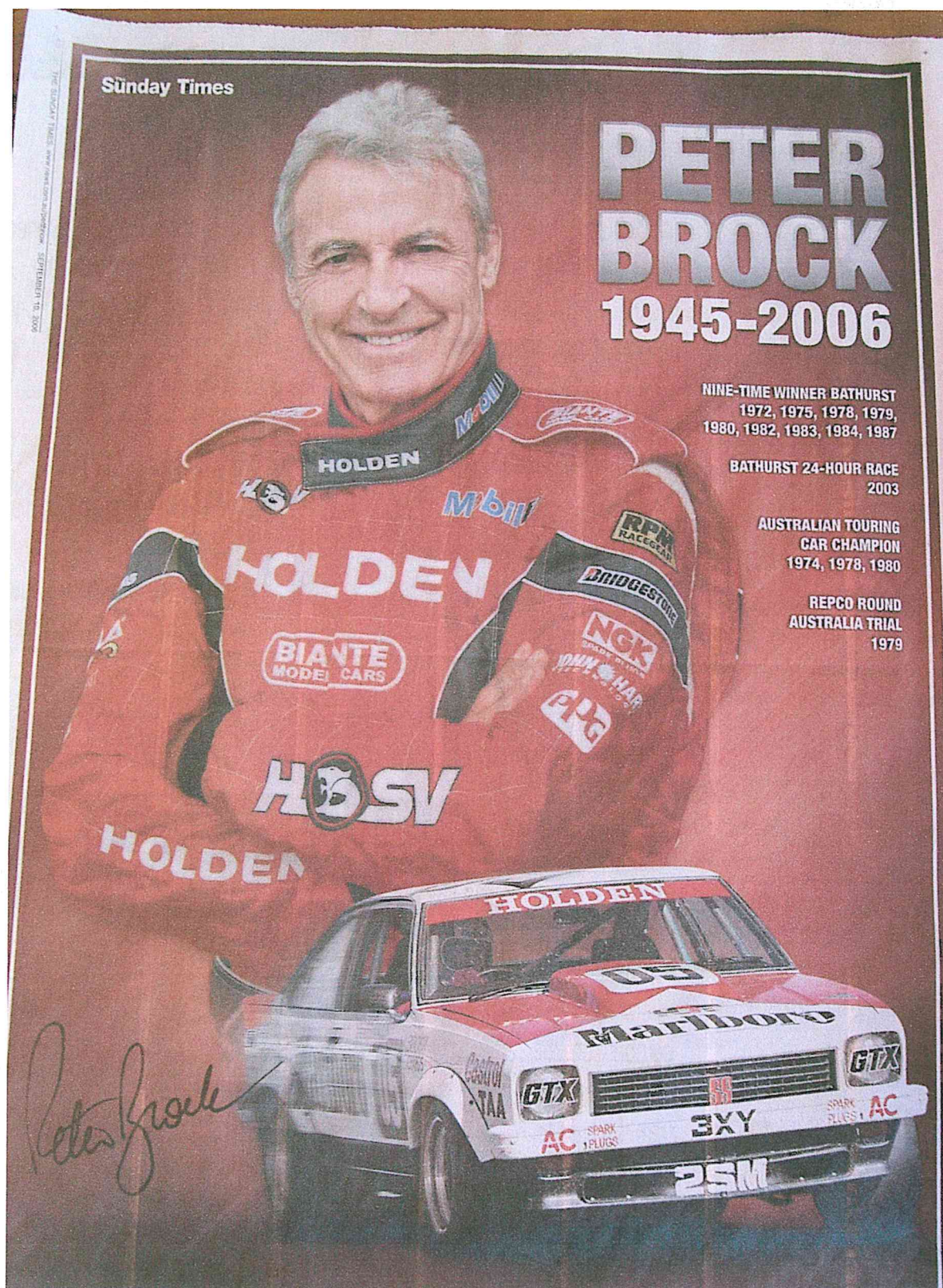
The weather started off not to good, as it was raining that can not be good when you have a lot of petrol heads in very fast cars, on a very windy road but that is the way racing goes. Well Dave and I along with Ron, Nola, Tony, Pat, and Harry Mac, were very lucky to have been invited up to the property of one of Tony and Pats friends Bob. We would like to thank Bob and his family for there hospitality, and Tony and Pat for arranging the weekend thanks guys.

Dave and I were the first to arrive and we were blown a way with the place it was just divine, this place backs on to a national park it is so nice. We were greeted by Bob and his brother, they were really lovely people it was as if we were there friends like we new each other for years that is what they are like. We were invited down to the main house for coffee or tea so off we went. Then Tony, Pat, Ron and Nola arrived it was hugs and kisses for everyone. By ten o'clock we were opening our first red and the beer came out and it was to be just one big party all of the people that were there were just so nice and friendly the smell of the BBQ in the air it was just what the dr had ordered. Just after that we decided to go up to the top paddock to get ready for the first car, Rob Paine came past and stopped to say hi and gave us a few programs for the event, with that he was off, we settled in for the rally.

Then the first car came down the hill and around the corner, the rain had stopped and it look like it was going to be a good rally, I was looking forward to seeing the car that Peter Brock was driving as Dave had told me so much about the Daytona Coupe that he was driving, It was powered by a current 5.7 liter V8 Holden motor WHAT A CAR! I was really excited when I saw Grant Denyer my little weather man was driving a BMW Mini and my hero Ross Dunkerton was driving for Mitsubishi, then I saw that lovely Daytona coming towards us, all I remember thinking was what a nice looking car, I can see why Brocky chose to convert to Ford just this once. But as he got closer I could see that he looked like he had lost control of the car as he was approaching the hair pin bend. And well the rest you read in the news papers and seen on the TV. On that gloomy day the 8th September 2006 Australia lost a legend!

Jessie Kent

King of the mountain is now King of the Sky



Farwell you will be missed by many
 But you will live on in the heart's of you Fans
FOREVER
RIP

Peter Brock Heads West



Returning to WA after an absence of some years, Peter Brock will be contesting the 2006 QUIT Targa West in the fearsome, fast and competitive Daytona Coupe with which he campaigned Targa Tasmania and the Lake Mountain rally earlier in the year.

To have the 10 times Bathurst Winner and undisputed 'King of the Mountain'

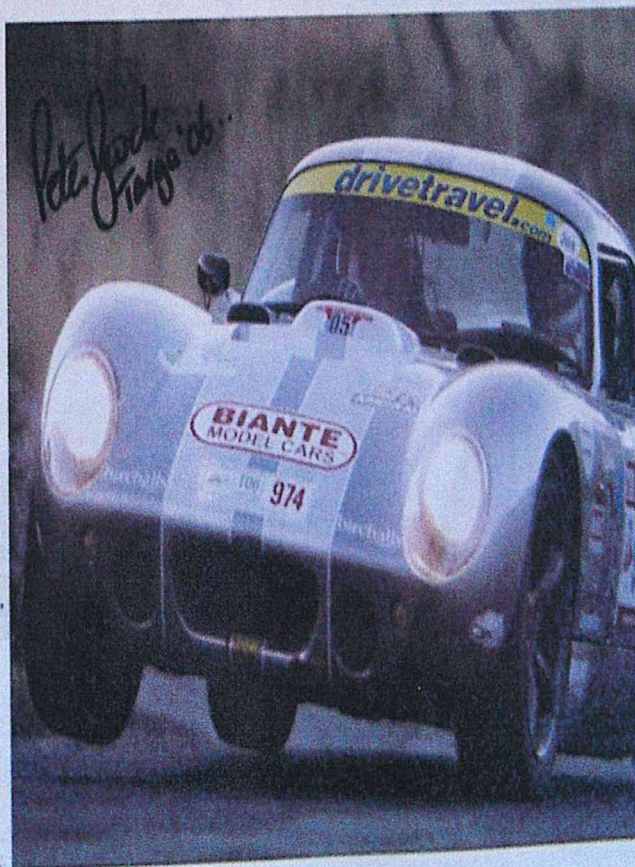
competing in this years rally is sure to bring out the crowds and with his undoubted enthusiasm for tarmac rallies and his very public persona, he is sure to be a big pull for the autograph hunters whenever his car draws to a stop!

Whilst the Daytona Coupe may be an unfamiliar shape to many, based as it is on the Shelby Daytona's of the 1960's, underneath the skin it is powered by a current 5.7 litre V8 Holden motor mounted within a totally up to date space frame chassis. This allied to its very light makes for a very quick and very competitive car.

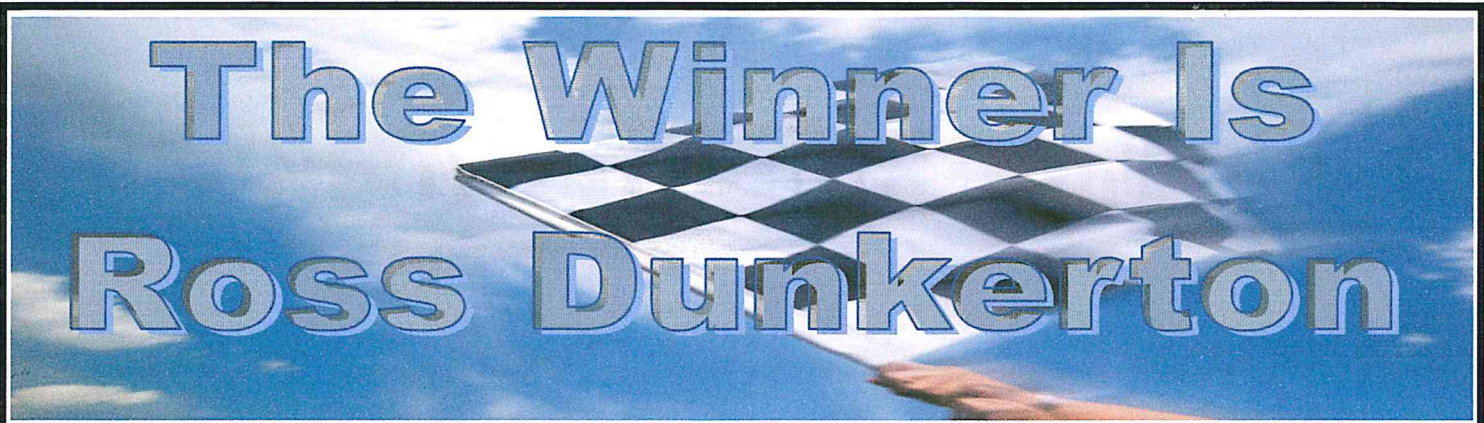
In its day, the original Daytona Coupes were made to improve the aerodynamics of its forerunner in GT competition, the Shelby Cobra, to take the fight to Ferrari who at the time were dominant in endurance racing. Fast forward 40 years and Peter's modern interpretation of the

Daytona has already proved its potential in tarmac rallying and with the 'master at work' behind the wheel and the growing confidence in the relationship with co-driver Mick Hone, there is every chance that he will take the fight to the Porsches, Subaru's and Mitsubishi's that are so dominant in this type of event today.

Peter is yet to add a tarmac rally class win to his already impressive record, however we would not be one to bet against him breaking this run and we would like to wish him all the very best in the 2006 QUIT Targa West!



Peter Brock Targa 06

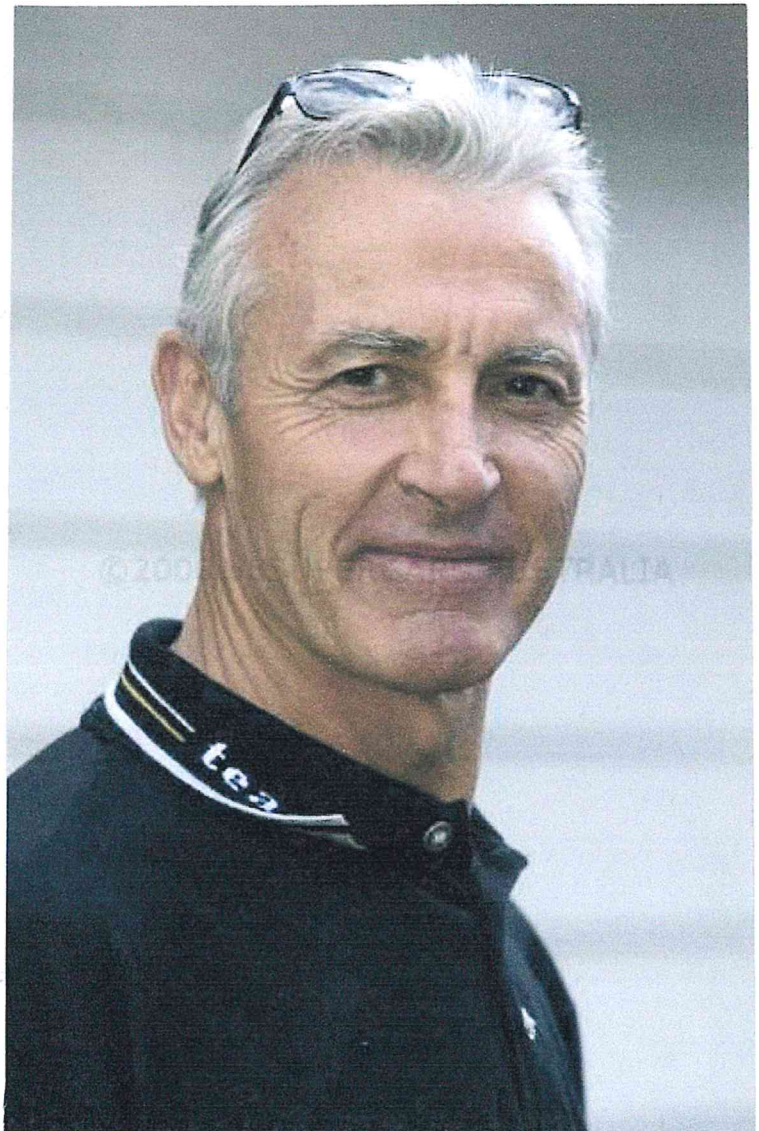


The Winner Is Ross Dunkerton



for the 2006 Targa West

A Montage to Brocky



This would Make Any Car Lover Cry

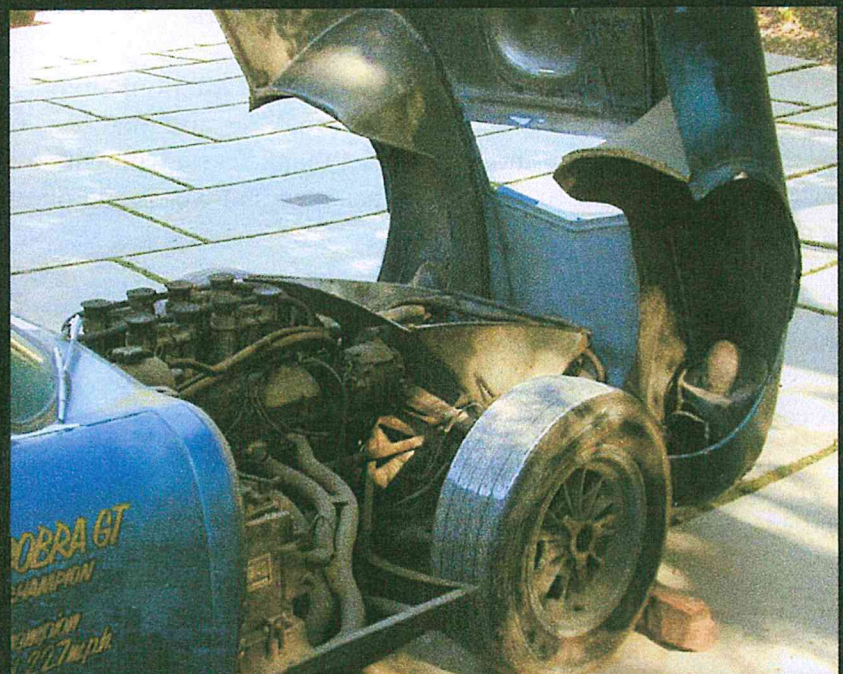


THE LOST DAYTONA COUPE CSX2287 The death of restoration?

Any Shelby is a very desirable car, but CSX2287, one of the six Cobra Daytona Coupes, is at the pinnacle of muscle car desirability. It was the first one built, the only one built solely in the US (minus UK-built chassis, but that's a given) and the first to win a race. All of this, plus a few world speed records, has established CSX2287 as arguably the most valuable of the six built by Carroll Shelby.

It also has a post-race history like that of a sleuth novel. It was hidden away for the past 30-odd years by a female owner, who inherited the car from her father. This now deceased lady was politely described as an "eccentric paranoid recluse" and finally branded a "kook" by Carroll Shelby. She may have been nuts, but she knew what the car was worth, much to the irritation of the few would-be buyers who tracked her down. On her untimely demise, six different parties went into legal battle to get either ownership of CSX2287, or some of the US \$4 million that the people battling for ownership were willing to pay. As with all legal bun-fights, the lawyers won a bundle.

It was after the dust settled that this story gets interesting (and relevant!) for AMC readers. The wise new owner called together a meeting of prominent car collectors to discuss what to do with the sad, but original, Shelby. After much debate, it was decreed that CSX2287 was worth much more in dollar terms (and to society as a whole) if left as it was found, with only a mechanical restoration to get it running again. Why is that so ground-breaking? Look at the photos closely. The car is rooted, yet a symposium of the world's greatest car collectors, each of whom could be flogged mercilessly for the heinous crime of 'over-restoration', have collectively decided rooted is better than restored. CSX2287 remains in its original, un-restored condition under private ownership in the US.



Cobra Pics: courtesy Northern California Shelby American Automobile Club

PRESIDENTS REPORT FOR 2005/2006

Once again another year has flown by and I look back on my third term as President of our club. It has been a privilege to be entrusted yet again with looking after the direction of the club over the year and I extend my thanks to every member for their support.

By far the most significant event of the past year would have to have been the sudden passing of founding member and past President Graham Sach. Graham was a stalwart of the club and always had its best interests at heart. His jovial nature has been and will be missed by many.

As I have mentioned in previous reports I am just the figurehead at the big table overseeing proceedings, the real work is done by my hard working committee members and I extend my thanks to each and every one.

It would be remiss of me not to single out the two members who share the front table with me each month as these two gentlemen are the ones who run the club on a daily basis. Dick of course has been our Treasurer for a number of years now and has ensured our finances are always in order and our debts paid. Dick we thank you for your continued efforts. Then we have Ron McNally. How do you put into words your thanks and admiration for such a tireless worker? Ron took on the role of Secretary and made it clear that was all the time he could lend the club due to his personal, business and Rotary commitments. Well most of us probably would have struggled with the rest of it without the secretarial role but being a person totally dedicated to the development of the club Ron within weeks of the elections again took up the role of Club Captain as well. Ron your dedication astounds me and I am very privileged to have had you in my team.

Whilst many people would be content to know that membership has remained stable at around sixty for the last couple of years I feel this suggests we are not doing enough to encourage new members and to perhaps satisfy the desires of our existing members. I urge each and every one of you express your desires for the clubs direction and hopefully further foster the camaraderie of being a "Cobra Nut".

On the club run front I am still not satisfied we have found the right mix to provide everybody with the open air enjoyment they are looking for with some runs drawing good numbers and others being lower than expected. It does appear however that those that do attend the runs enjoy not only the drive but also the social interaction that is created but such events.

The clubs financial coffers have grown further over the past year and whilst we need to be mindful of outgoings we are a non profit organization and should not I believe be building an empire but using these funds for the benefit of those who create them you the members.

Let's not forget either two people that have looked after our stomachs and our minds over the last twelve months. Terry Lovell thanks once again for making sure there was always a coffee and some biscuits on hand at our meetings. As for our minds we must thank Jessie who with a little help from her roving reporter aka Harry Mac has managed to capture the past years in words and pictures for us all to enjoy despite her constant cries of I can't do this.

In closing I must say I would be pleased to be asked to continue as President and to have the same dedicated people around me however lets also remember that new blood always contributes to new horizons and new rewards so lets all take time to consider a role on the committee from top to bottom and see where those decisions can take us.

Dave Kent
President

Centre link Humor

>
> An aboriginal walks into the local Centre link office
in Broome,
> marches straight up to the counter and mumbles, "'ey,
you f'la.... I
> don'
wannabe
> on dole. I wanna job."
>
> The clerk behind the Centre link desk says, "Your tim-
ing is excellent.
>
> We just got a job opening from a very wealthy old man
who wants a
> chauffeur bodyguard for his nymphomaniac daughter.
You'll have to
drive
> around in his Mercedes, but he'll supply all of your
clothes.
>
> Because of the long hours, meals will be provided.
You'll be expected

> to
> escort her on her
> overseas holiday trips. You'll have a two-bedroom
apartment above the

> garage. The starting salary is \$60,000 a year."
>
> The aboriginal bloke says, "You're bullshitting me!"
>
> The Centre link officer says, "Yeah well, you started
it."
>



She told me we couldn't afford beer anymore and I'd have to quit.

Then I caught her spending \$65 on makeup.

And I asked how come I had to give up stuff and she didn't.

She said she needed the makeup to look pretty for me.

I told her that was what the beer was for.

I don't think she's coming back.

Miller
Good call.



FOR SALE

Two Windsor Chrome rocker covers with
“Powered by Ford” inscribed on them. \$20.00
For further information please contact Ron
Meechin on 08 9279 1564.

1994 Ford Fairlane Ghia Burgundy
Very good condition low km
\$6,900.00 ono
Contact Jessie Kent on 08 9497 9479

*If you have anything for sale
or a special occasion
Let me know by dropping me an
email and I will put it in the mag.*

The Australian Poetry Competition had come down to two finalists: A university graduate and an old aboriginal. They were given a word, then allowed two minutes to study the word and come up with a poem that contained the word.

The word they were given was " **TIMBUKTU** ".

First to recite his poem was the university graduate. He stepped to the microphone and said:

Slowly across the desert sand

Trekked a lonely caravan

Men on camels two by two

Destination - Timbuktu.

The crowd went crazy! No way could the old aboriginal top that they thought. But the old aboriginal calmly made his way to the microphone and recited:

Me and Tim a hunting' went

Met three whores in a pop-up tent

They was three, and we was two

So I bucked one, and Timbuktu.

The old aboriginal won.

CLUB CONTACTS

President:	Dave Kent	9497 9479
Vice President:	Terry Lovell	9377 4679
Secretary:	Ron McNally	9582 1177
Treasurer:	Dick Hogen-Esch	9581 2111
Club Captain:	No Nominations	
Committee:	Rob Keene	9332 4385
	Simon Clemens	9398 5319
	Dave Manson	9448 4498
	Vicki Thomas	9277 6478
	Alan Dewar	0419 908 095
Club Historians:	Brian Plank	9309 1314
	Jessie Kent	9497 9479
Web Master	Tony Forder	9332 1971
Snakeskin Editor	Jessie Kent	9497.9479