

**COBRA CAR CLUB** Western Australia

# Snakeskin

September 2007

Vol 24A

**Club Election results 2007**

*Waroona run report . . . . wet, wet.*

*The club's new calender . . . . .*

**Simon's slippery saga - "Oops!"**



# Waroona Dam Run

Simon Clemens 8-7-07

The day started as planned and we met at Pioneer Village - Armadale. 11 people turned up for the run... was very good, considering the short notice and lack of clear sky,

Simon C & Brooke, Brad T, Harry & Coleen, Mark & Cheryl, Gordon & Michelle, Ron & Nola – joined up for breakfast in Dwellingup.

Three keen Cobra drivers – Brad, Mark, Simon and their passengers where bound to experience wet weather driving! The other drivers where perhaps more practical in their heated tin tops.

We left Armadale heading south on South Western Hwy, and quickly discovered the weathermans forecast was absolutely correct ... It rained for a short while, heads got a little wet and it was decided to call into North Dandalup road house 'Floopers'. There was plenty of undercover Cobra parking. We stopped and had a chin wag while Harry was happily taking photos of 3 wet cobras and 5 wet people. A short break in the weather sent us on our journey down Del Park road and into Dwellingup for a fantastic cooked breakfast at "The Dwellingup Café". Ron & Nola and their friendly smiles where there awaiting our arrival.

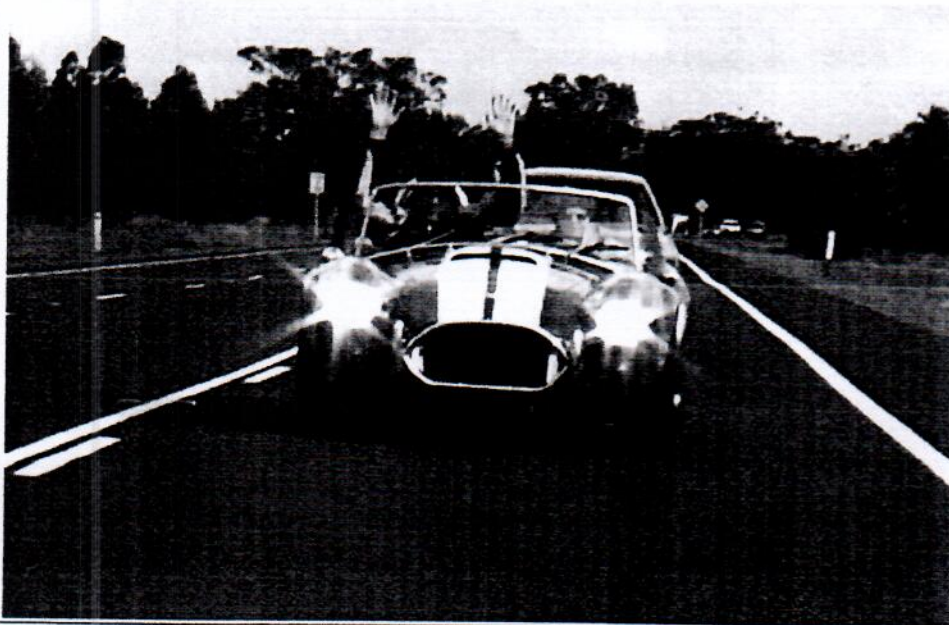
While enjoying our coffee and breakfast Brad talked with a local officer and confirmed that Nanga road and Nanga Brook roads where sealed all the way into the back of Waroona. Well this was fantastic news! A new road to explore!

Slight alterations to the run were made and we drove a beautiful hilly road with fantastic scenery. One day when it is not raining it will be a far better drive, it rained so hard that the wipers only did half the job as the inside of the screen also needed wiping. It rained so hard that we could only just make out the white pickets on the side of the road, it would have been wise to listen to that weather man...

We made it to "Lake Navarino Forest Resort" for our warm Sunday roast and hot drinks, a very nice setting mostly built from timber products. The fire was lit and people dried out. The staff where very friendly and offered a small taste of a local wine and a good chat at the bar. After a filling lunch the rain had cleared and we drove to Waroona Dam for a look, the water level is still very low even after all that rain.

We headed into town and took a look a Hunts Gallery and the Visitors Centre, they had local arts and crafts on display.

The drive back was comfortable, we drove South West Hwy through Pinjarra then to Perth with dry enough roads for Mark to show us that his wheel alignment in his fantastic red Cobra is in perfect condition... we have photo evidence of both his hands well away from the wheel and above his wind-screen ... Nice shot Mark!

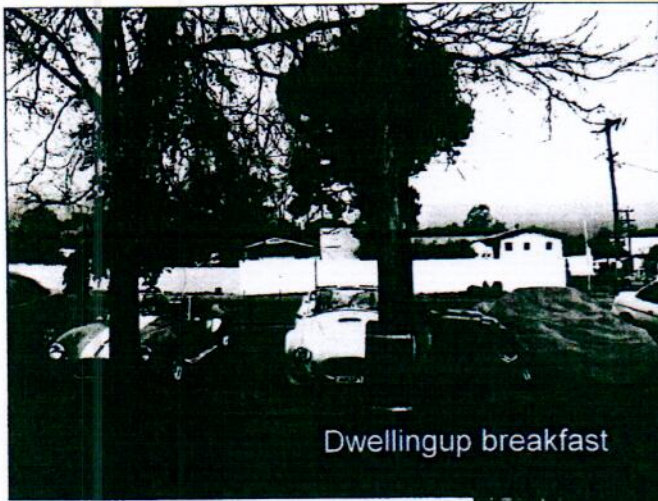


Thank you to everyone who attended the club run and a special thankyou to Ron McNally for emailing the details out to the members.

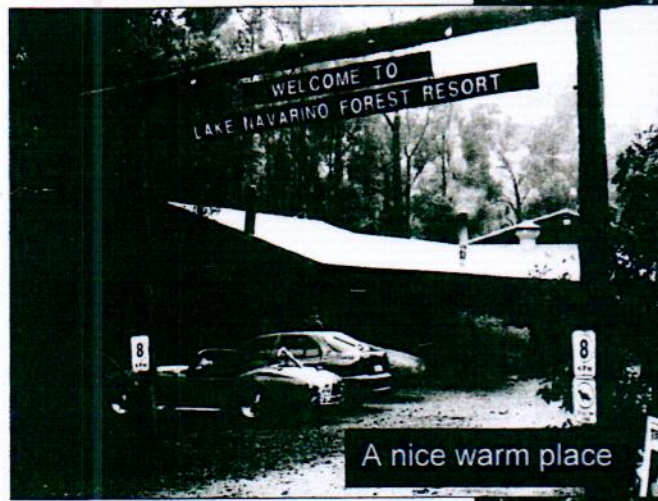
It's a fact that none of this would have been achieved without all of you!

Thank you,

**Simon Clemens**

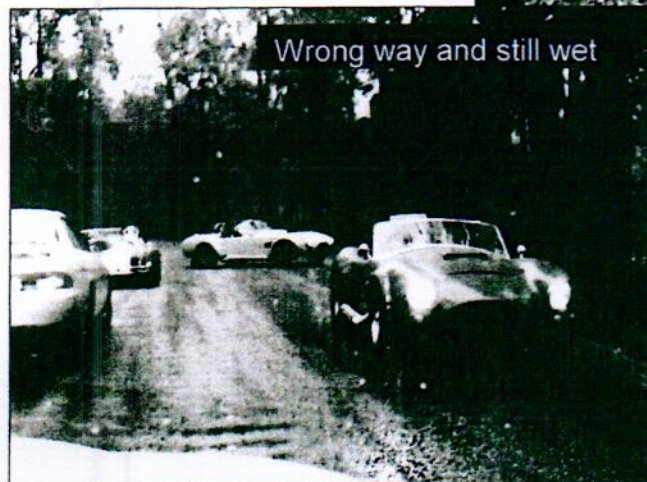


Dwellingup breakfast

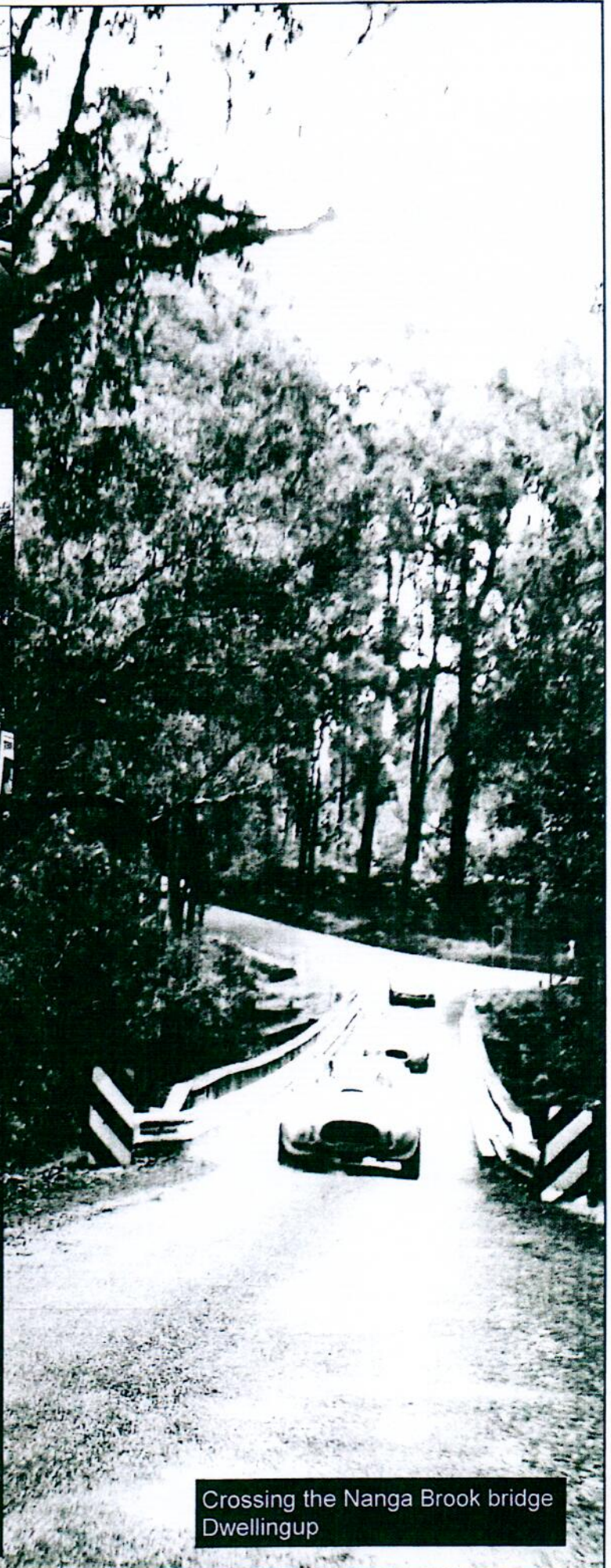


A nice warm place

A very cold wet run to Dwellingup and Waroona, it was enjoyed by all — with breakfast in Dwellingup and a roast lunch at Lake Navarino with a big fire inside to dry us out and warm us up.



Wrong way and still wet



Crossing the Nanga Brook bridge Dwellingup

## THE YORK RUN 2007.....Rob Pampling

Well I started out on my way to Mundaring to meet the other cobra club members when I got a call from Simon Clemens who was quite upset having just spun out on the onramp to Tonkin Hwy in Gosnells. He apparently popped a tyre when he hit the curb and also did some other minor damage underneath.

Well Simon, hope you are on the road again soon, maybe with some better grip next time eh?

Anyway, I arrived to see the Hungry Jacks car park over full and most of the cars parked there were cobras. What a great site. After a little chit chat we were on our way and as Ron had decided to take an alternative route at the last minute, no one seemed to know which way he was going, and as it turned out neither did he, as we did a few U turns after over shooting some turn offs. The drive there was REEAALLY SLOOOWW, for some reason we averaged around 90 kms per hour. This could have been because of an expectation of running into Police man who we managed to catch up with on the way back.

I was a passenger with Alan Dewar, I found his company quite pleasant and we chatted along the way about his build with G-Force and that he expects to pick it up this week. Good luck with that Alan.

After a very leisurely and chilly drive to York we had a nice bacon and egg breakfast at Bugatis café while we discussed Ross Smith's new build as Keith was explaining he only lives a few houses away in the Hills and then it was time to drive back. I was jumping up and down on the inside (its not acceptable for a 48 year old to display too much excitement) when I heard Alan say "You wanna drive back"?

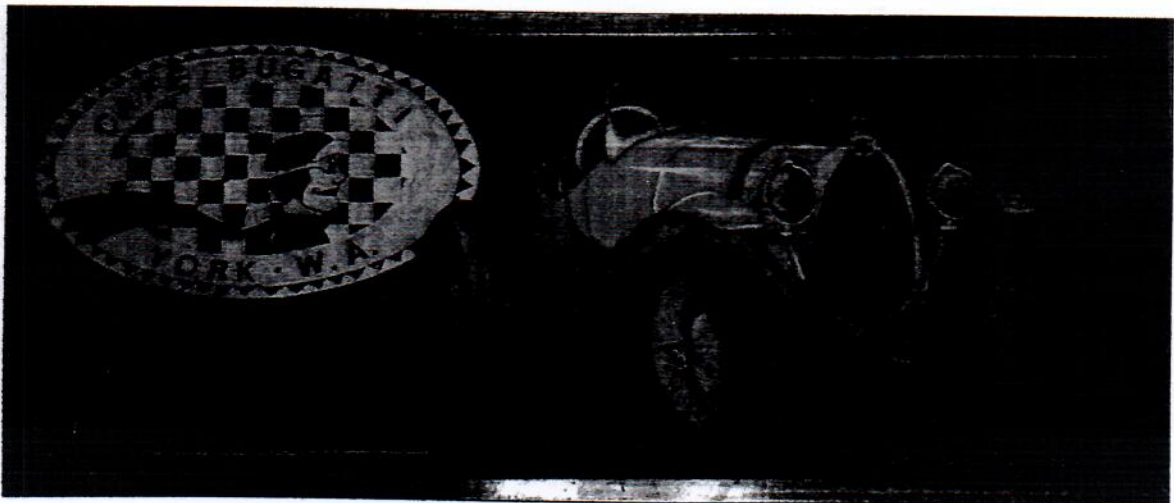
I said "yeah, that'd be great!" and took his keys off him. After finding the accelerator Alan was quite quick to tell me that he was a very nervous passenger. I told him I was OK at driving and told him to relax as I left half his rear rubber on the road.

"oops. I said "sorry bout that" Alan didn't mind, "they tend to do that" he said so I felt better. It took a while to get used to the car, but after a while once I figured out how it behaved I had a great time opening up the throttle and taking a few not so slow corners and nice dips and bends.

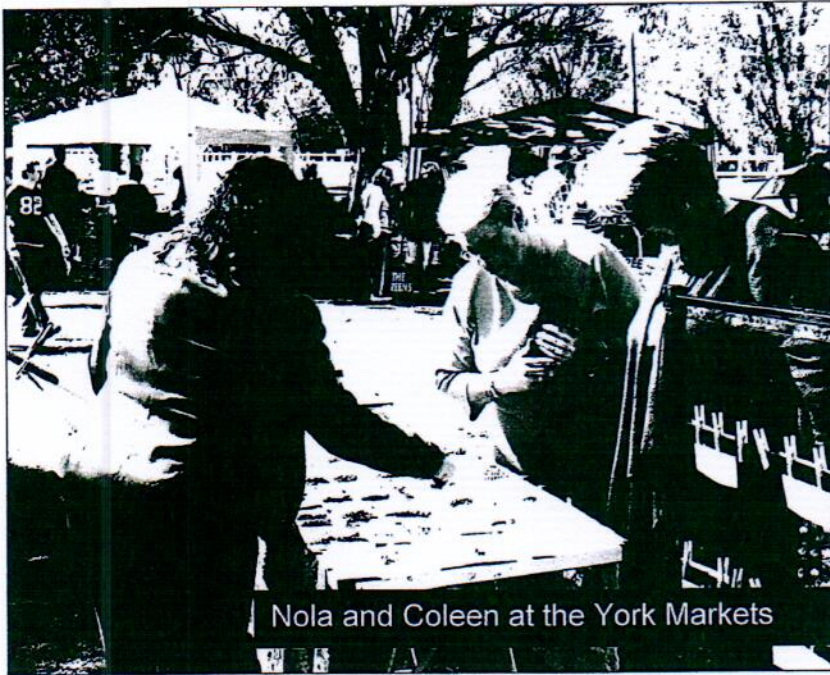
Ron ??? seemed to like to open his throttle as well because I had trouble keeping up with him. Somehow, I don't know how, we all managed to be sitting on the speed limit when we came over a rise after a corner to see a very friendly police officer pulling him over, I was second in convoy and pulled in behind Ron, and then much to the Police mans amazement about 12 ??other Cobras pulled in as well. We rushed up to see what kind of fine he was being issued with but as it turned out it was just a routine licence check and he was pulling every one over. He must have been bored that day!

I thoroughly enjoyed myself, and now need to buy my Cobra even more urgently than I did before.

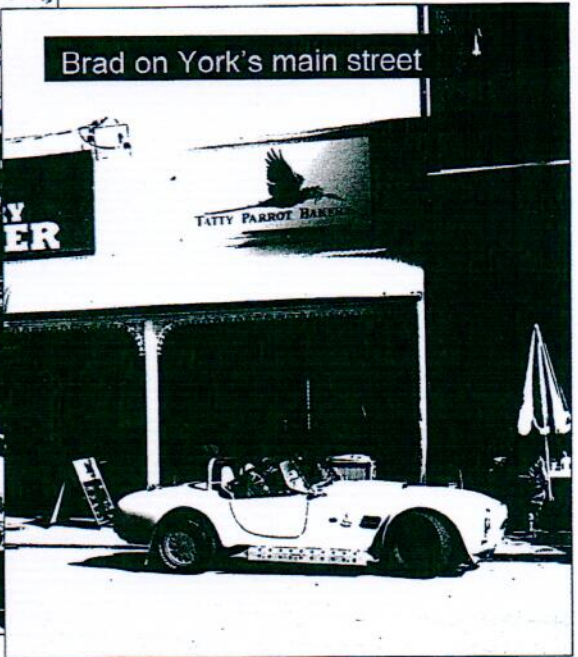
Theres just something about driving a nice red sports car on a beautiful day with the V8 sound as the scenery wizzes by. Just can't beat that Cobra experience !



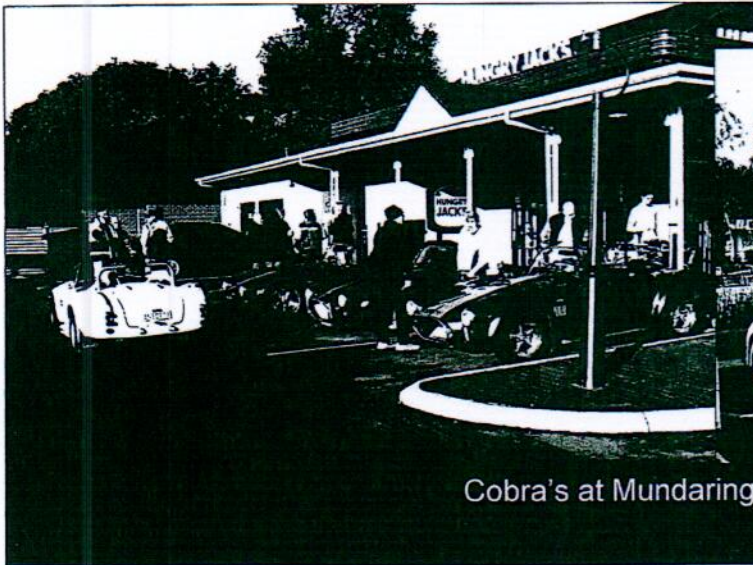
# YORK AUGUST RUN PHOTOS



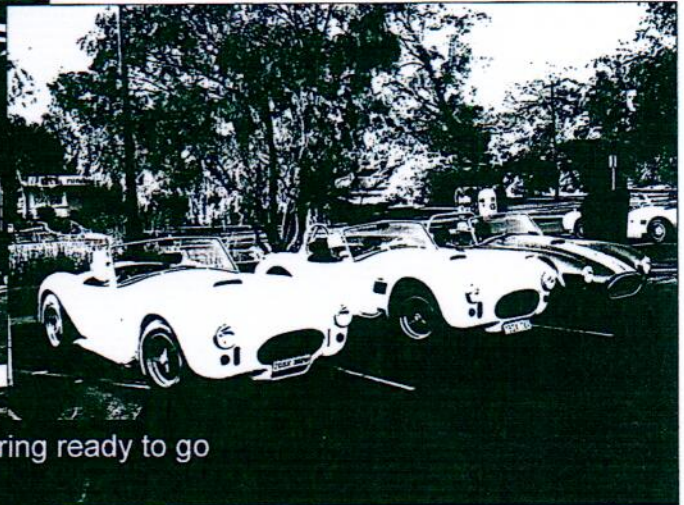
Nola and Coleen at the York Markets



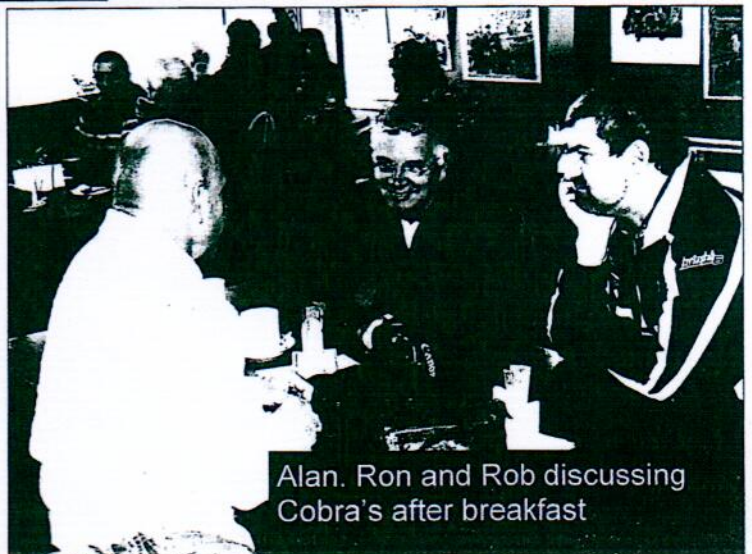
Brad on York's main street



Cobra's at Mundaring ready to go



Bugatti's Café



Alan, Ron and Rob discussing Cobra's after breakfast

## **ELECTION 2007 ..... MY SAY.**

The elections have come and gone again, the same people have been elected again (unopposed), therefore I can only assume that everybody in the club is happy with the way the club is being run.

I suppose if there is anyone out there who is not happy, they will put their name up for nomination at the next election, if they are not happy they could also come to club meetings and let everyone know their concerns and how we could improve the club so that everybody will be happy with the club.

Personally, I would rather hear a members gripe about the club firsthand and not through an international forum on the internet, especially when the complaints are from members who rarely ever attend meetings, never go on any club runs or outings and yet consider themselves expert on how the club should be run. I also hope they can find a nice club that will do everything the way they want it and join it, maybe then they will be happy.

To all the members who have been re-elected to positions on the committee welcome back, if you are new to the committee — welcome.

**Harrymac.**

## **COBRA CAR CLUB MEMBER OF THE YEAR 06/07**

*The members have voted, the votes have been counted and the winner is —  
Harry McClymans.*

## **COBRA CAR CLUB LIFE MEMBERSHIP AWARDS 2007**

Nominations were accepted 21 days prior to the AGM and votes were made on the night.

The winners were nominated for their work in the club and for the club over many years.  
Well done and well deserved.

THE RECIPIENTS

**ROBERT KEENE**

**GRAHAM SACH**

(Graham's award was accepted by his friend John Harper on behalf of the Sach family)

## **HOW DO YOU GET INTO HEAVEN?**

I was testing the children in my Sunday school class to see if they understood the concept of getting to Heaven.

I asked them, "If I sold my house and my car, had a big garage sale and gave all my money to the church, would that get me into Heaven?"

"NO!" the children answered.

"If I cleaned the church every day, mowed the yard, and kept everything neat and tidy, would that get me into Heaven?"

Again, the answer was, "NO!" By now I was starting to smile. Hey, this was fun! "Well, then, if I was kind to animals and gave candy to all the children, and loved my husband, would that get me into Heaven?" I asked them again.

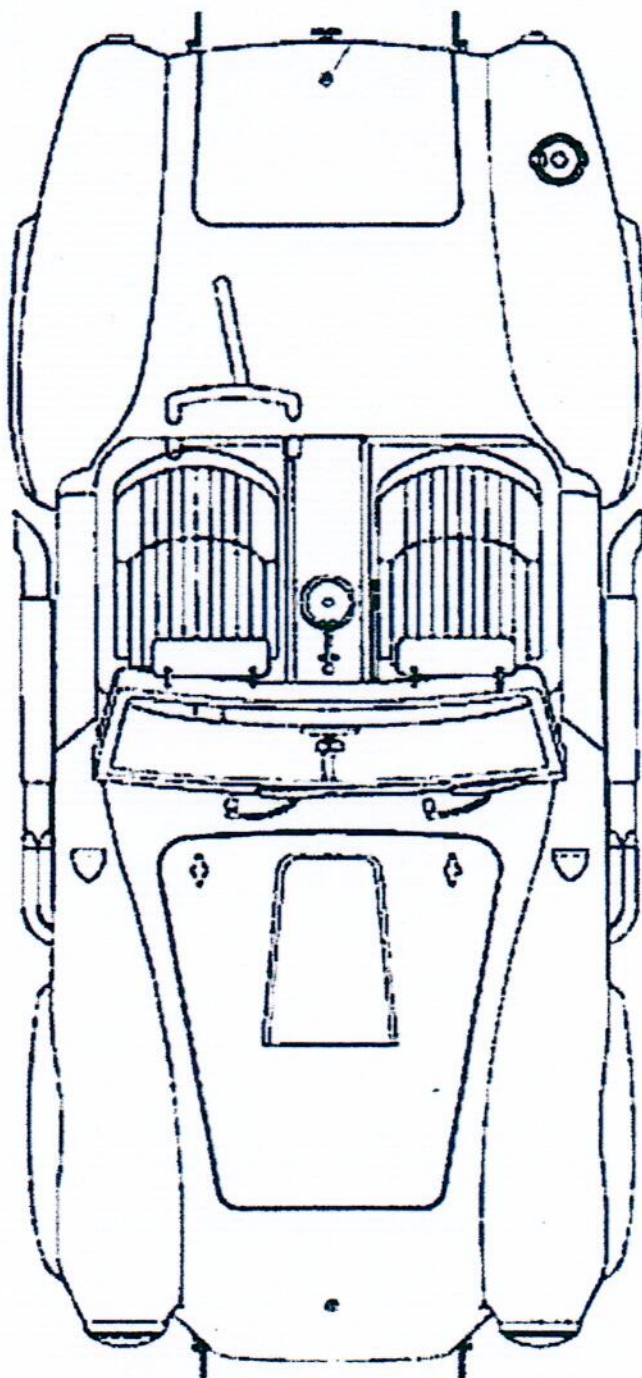
Again, they all answered, "NO!" I was just bursting with pride for them.

Well, I continued, "then how can I get into Heaven?"

A six-year-old boy shouted out, 'YOU GOTTA BE BLOODY DEAD!'

# Cobra Car Club

Harry McClymans .....21st October, 2007



Right rear

Left rear

Right front

Left front

**CHARTS LIKE THIS WILL BE AVAILABLE FOR YOUR CAR AT THE WEIGH IN and BBQ.**

**PLACE:** LF PERFORMANCE PRODUCTS  
**ADDRESS:** 17 Sevenoaks St, Bentley. WA.  
**TIME:** 9.00am, Sunday 21st October, 2007.  
**WHY?:** Suspension Lecture and Cobra weigh in, Learn how to balance your car.

## THE ALAN GIBBISON A.C. COBRA LEMANS A98 PROJECT

Having already owned a 'DAX 427' and an aluminium 'G Force', I felt as only one A98 was ever made this is 5 times rarer than the DAYTONA'S (6 made). Chassis plans were purchased for the 427 style frame not front leaf spring like the Daytonas. A chassis jig was made along with a full wooden body buck to original profiles, after many telephone calls Kirkham Motor Sports they agreed to supply original suspension parts. The body has been wheeled up and welded by myself. Ten sheets of .063 aluminium has been used so far. Chrome moly tube has been used for the front and rear suspension towers along with the door intrusion bars. Aluminium radiator and fuel tank were also fabricated by myself and welded by Lou of Exguru Welding fame- he is fully approved for fuel tank welding. AC MK IV 16" 6 pin drive wheels are used, rear uprights are modified to take Porsche wheel bearing (Kirkham Mod).

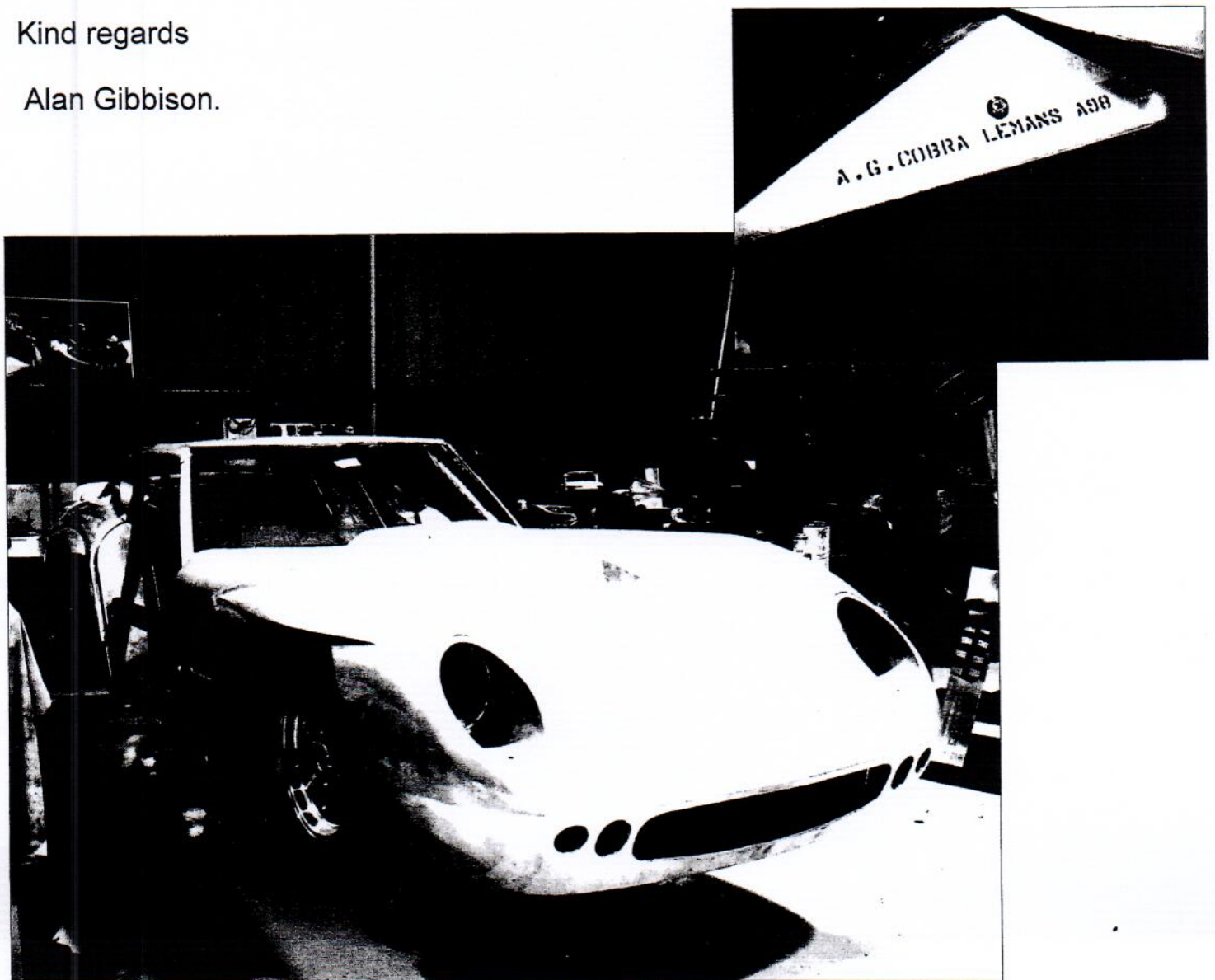
Spec: 351 Fuel injected Windsor, 5 speed tremec, LSD diff, Smiths instruments and Lucas switches.

Many thanks to: Harry McClymans - info and photos Cobra Club, Lou - Guru Welding, Rob - G-Force

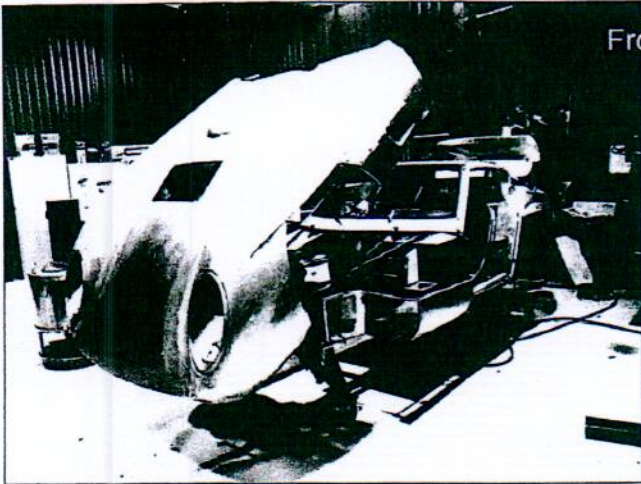
Kym and Richard - R.M.C. Dave Craig - Licensed welder

Kind regards

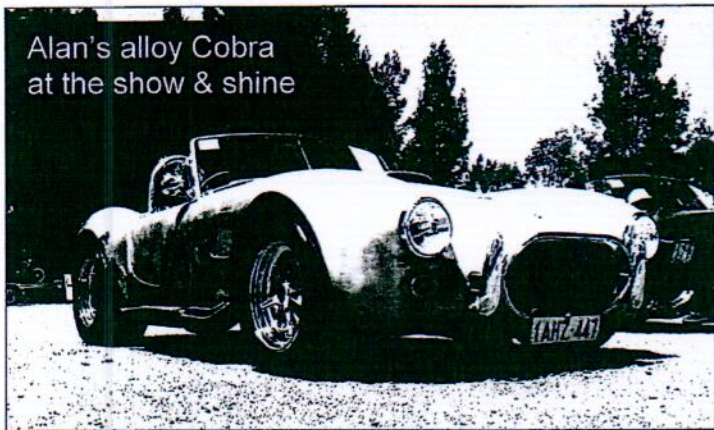
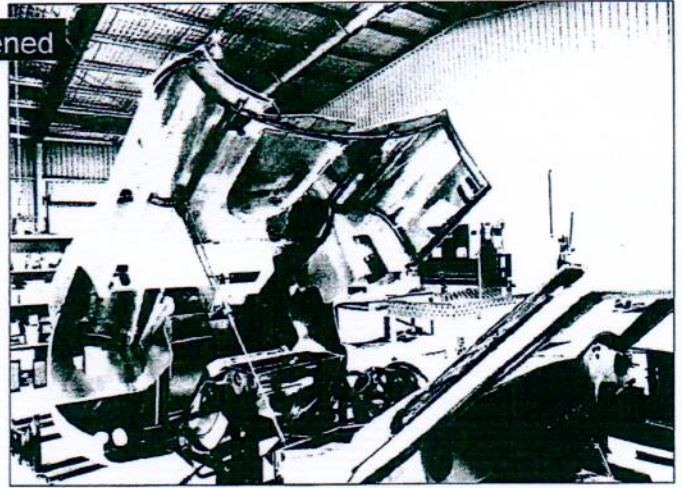
Alan Gibbison.



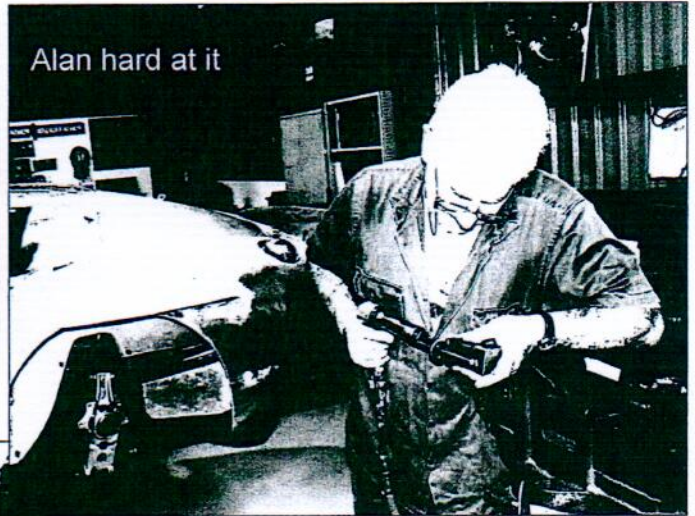




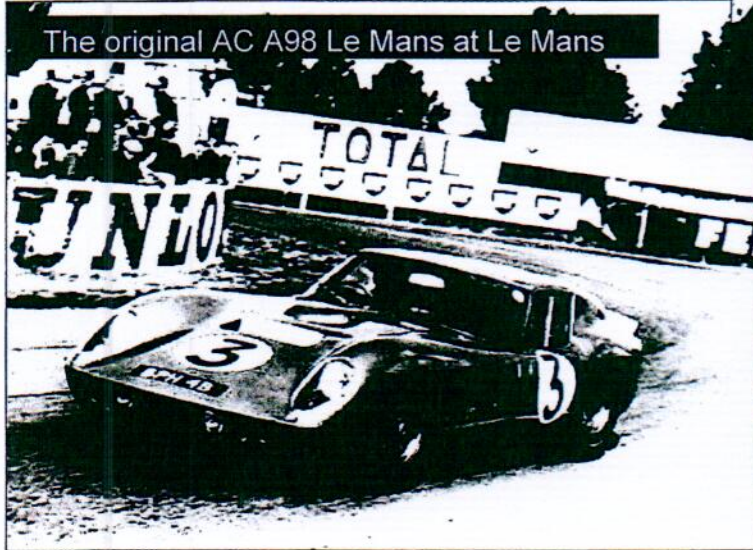
Front opened



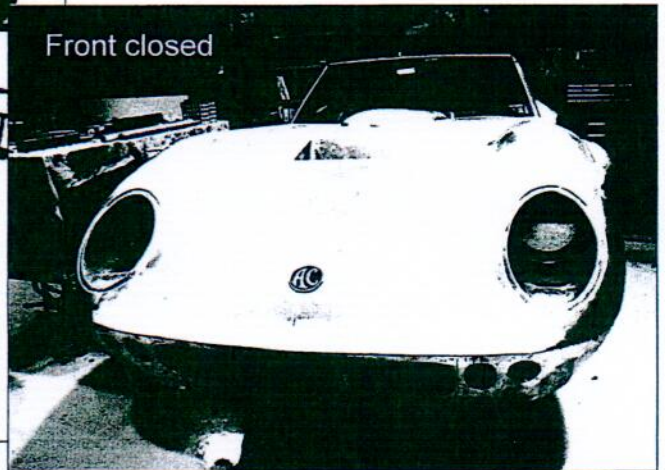
Alan's alloy Cobra at the show & shine



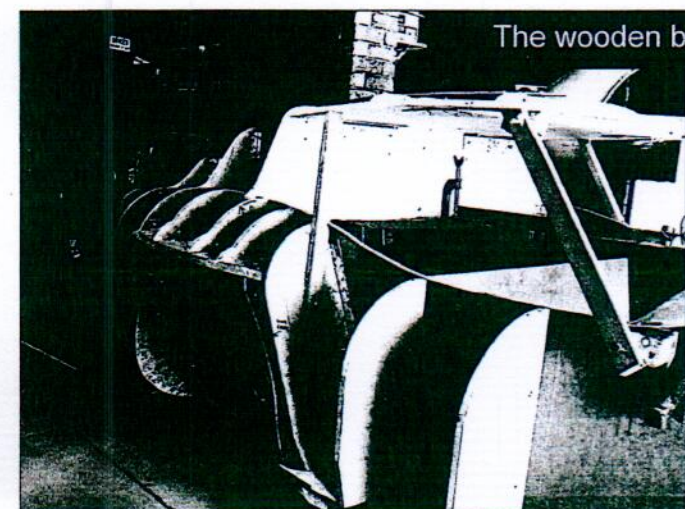
Alan hard at it



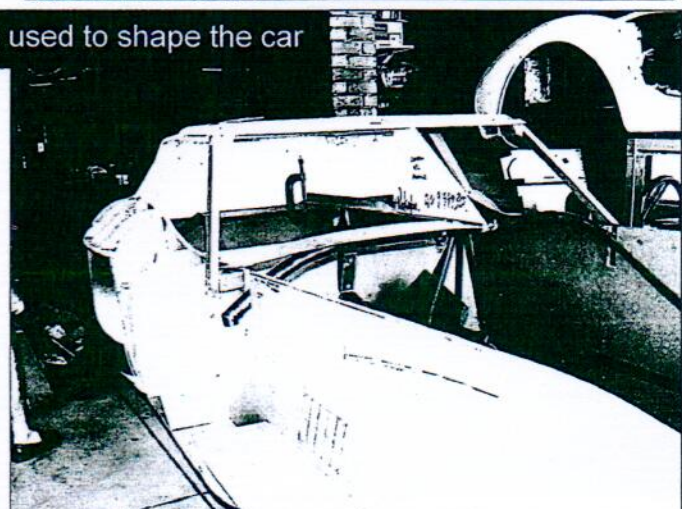
The original AC A98 Le Mans at Le Mans



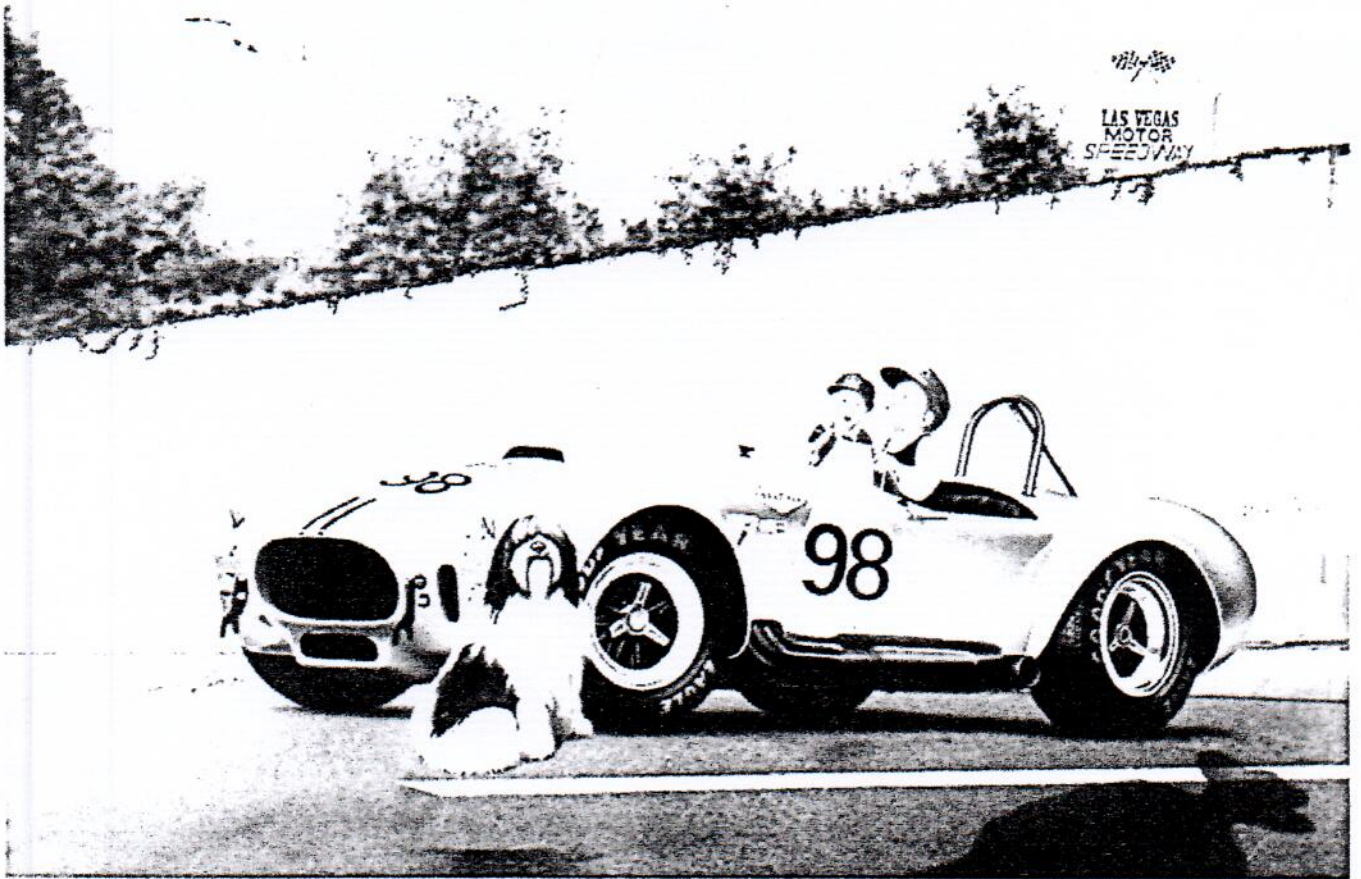
Front closed



The wooden buck used to shape the car



Something for the Cobra fans.



"UH - OH!"

To us, a COBRA is the pure essence of what a  
True Sports car is supposed to be:

**AN ENGINE THAT IS TOO BIG!**

**A BODY THAT'S TOO SMALL!**

**TYRES THAT ARE TOO WIDE!**

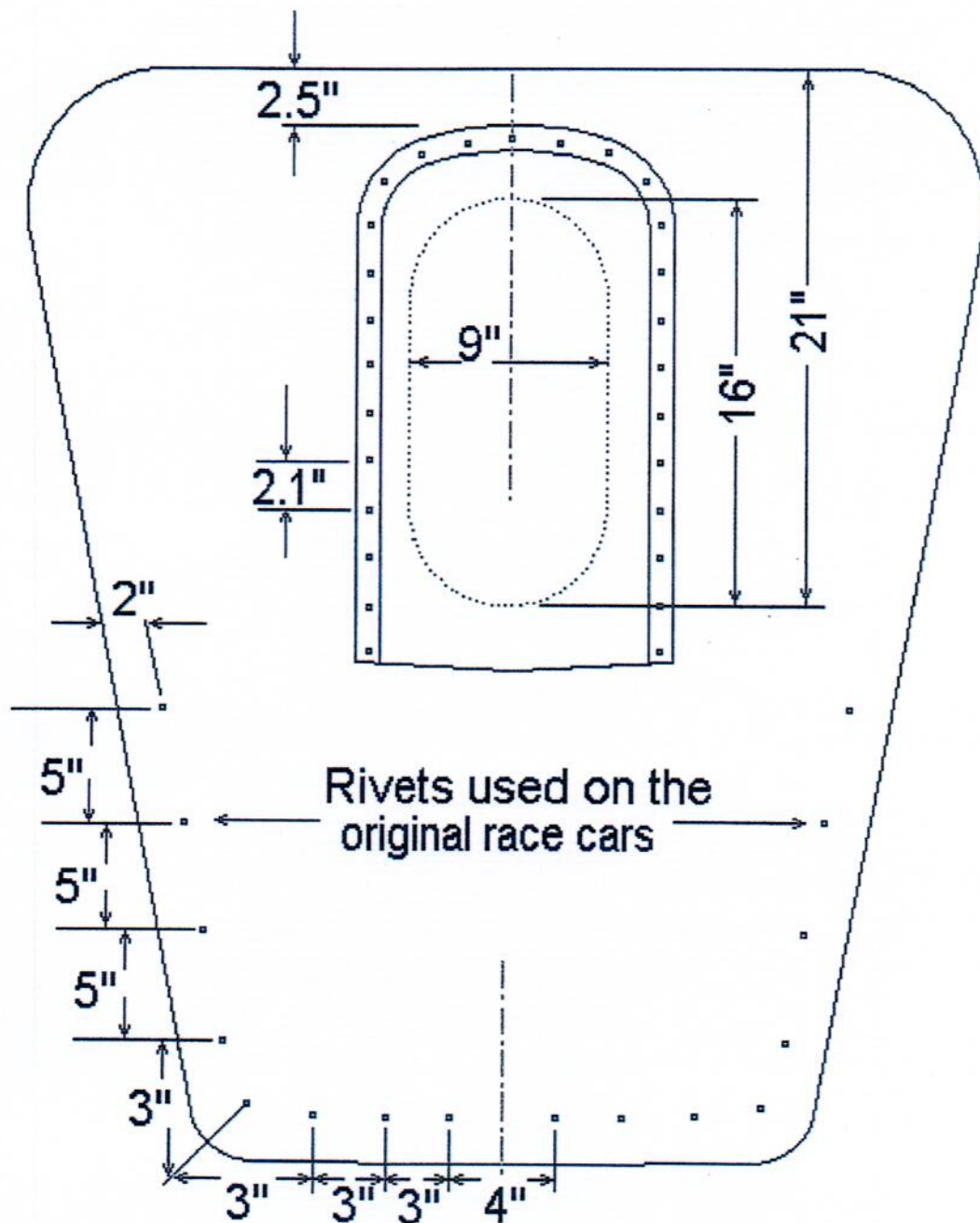
**PIPES THAT ARE TOO LOUD!**

**SEATS THAT ARE TOO LOW!**

No A/C; No heater; No windows; No roof; No legroom;  
No outside door handles; No radio;

Absolutely, positively NO EXCUSES for one damn thing!

# Cobra bonnet rivets



Use Aluminum rivets to prevent paint from cracking  
[or simply glue them in instead]

## TRADE IN YOUR COBRA ON THE NEW BUGATTI

From the internet

### FINANCE CAN BE ARRANGED:

*I rang a local finance company here in Perth in a suburb I think was called 'Dehli India' to get a quote for A \$2,250,000, the response was one of shock as I was passed up the line of supervisors to one who spoke better English and had the authority to give me a quote, after awhile he gave me a figure.*

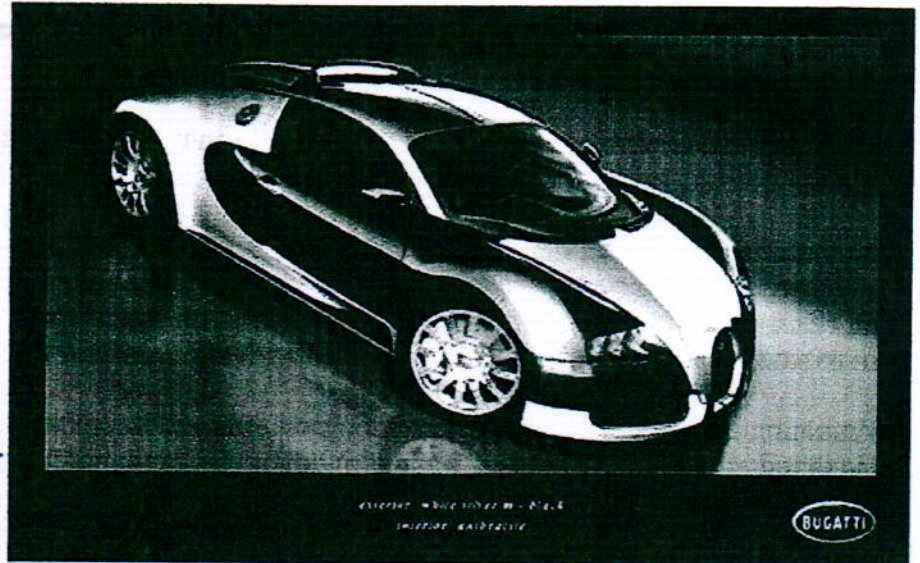
*I needed to pay a 30% deposit of A \$675,000 and take the loan over 10 years at A \$26,000 per month - coming to a total cost of A \$3,795,000. This price does not include shipping, import duty, GST or insurance- I will have to ring around and get another quote to be able to pay for the rest, it's all just too hard.*

**"I'LL PAY CASH"**

**Harrymac.**



duPontREGISTRY.com



### 2008 Bugatti Veyron

**NOVEMBER BUILD AND DECEMBER EXPECTED DELIVERY! W-16 / 1001 HP / All-Wheel Drive / Quad Turbochargers / 253 mph Super Car! The Suburban Collection understands the quest for an automobile as distinct and enigmatic as its owner – the desire for a vehicle that is as every bit breathtaking as it is swift and exotic. It is with immense pleasure that The Suburban Collection announces the addition of BUGATTI to its collection of luxury offerings. One of only seven retailers in North America, The Suburban Collection is a factory authorized distributor for BUGATTI. We will deliver your vehicle anywhere in the United States. Contact us now for information on this legendary super-car. BUGATTI TROY is situated at our Luxury facility located at 1755 Maplelawn Drive, in the Troy Motor Mall. Authorized dealer for Bentley / Bugatti / Lamborghini / Maserati / Rolls-Royce / Spyker 866-830-1122.**

**Asking Price: \$1,900,000 USD**

**Mileage: 0**

**Exterior: Silver / Black**

**Interior: Black**

**Body Type:**

**Transmission:**

**Engine: W-16**

**H/Power: 1001**

### Contact Info

**Bugatti Troy  
Matthew Vazana  
866- 830-1122**

**Troy, MI**

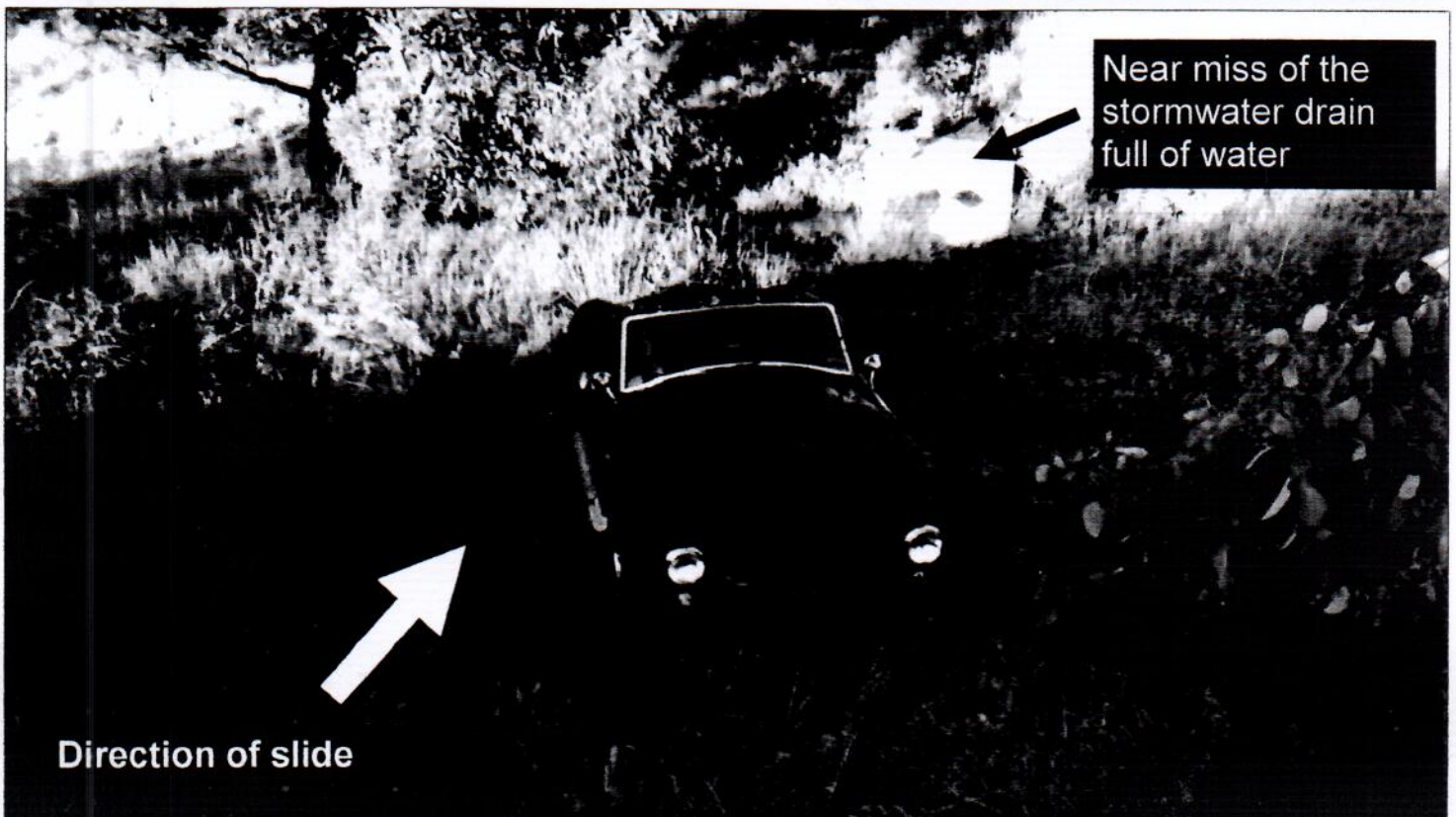
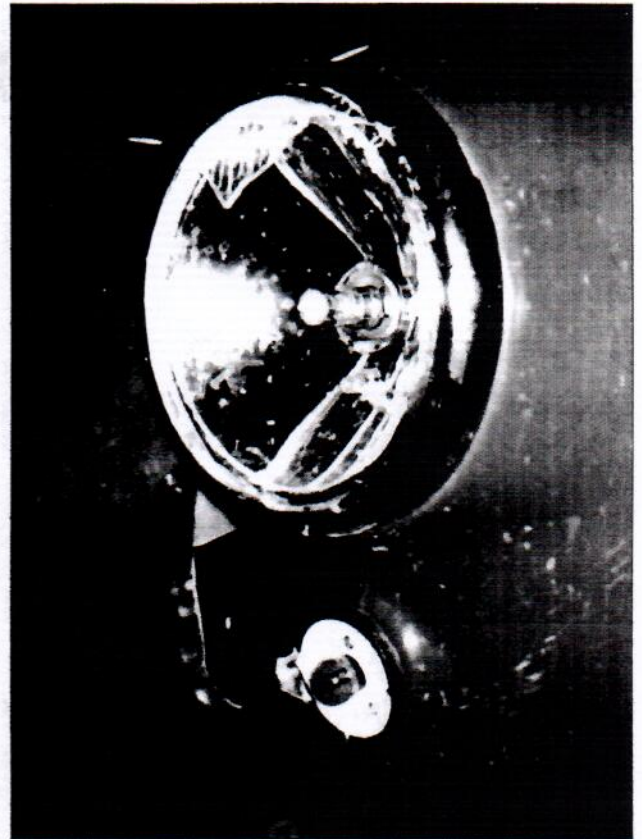
**<http://www.suburbancollection.com>**

# Simon's mishap

Simon Clemens came to grief on the way to Mundaring — the meeting point for the August York Run.

He was coming off Albany Hwy onto Tonkin Hwy in Gosnells and away he went — off the road and down an embankment stopping just short of sliding into a stormwater drain, it had been raining over night and everything was wet and slippery. He knocked a post out of the ground and the concrete footing rolled up underneath the car and ripped a large hole in the chassis, he also hit a small tree and broke a headlight and indicator.

The car needed to be towed up to the road and onto a tilt tray tow truck for Simon to get the Cobra home, Simon and his friend were shaken but not hurt, only Simon's pride and wallet are hurting. We are all wishing Simon the best with the repairs and hope he is back on the road again soon.



## Cobra history about Dave MacDonald.

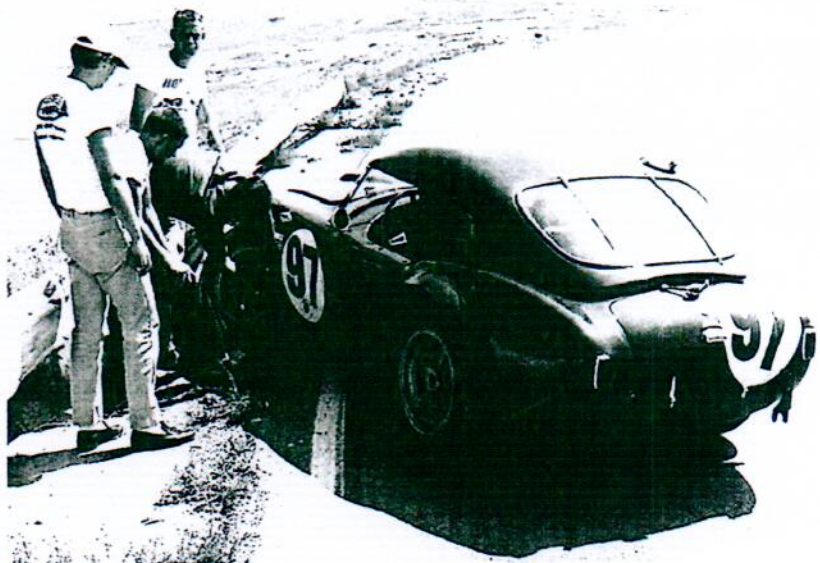
(with thanks from Doug MacDonald)

Testing "hardtop storey from  
<http://www.clubcobra.com/forums/showthread.php?p=768810#post768810>

Hi: This is Doug,( Davey's younger brother)

I thought I would post a story told to me by Louie Unser when I showed him a picture of him and Dave MacDonald standing by the # 97 Cobra "hard top" that had crashed into the fence a Riverside Raceway turn 6 .....as told to me by Louie Unser;

Louie was working as one of Shelby's specialized suspension mechanics prior to Dave's arrival. When Dave first went to the shop, he introduced the two of them and told Louie that he was assigning him to Dave's Cobra.



Louie prepared the Cobra's suspension and the team went to Riverside to road test it. They timed Dave's laps and were really excited about how fast they were. By the time Dave pulled back into the pits the first time, Louie was pumped—feeling pretty proud that the car was performing so well.

Dave talked to Shelby and told him there were just a couple of things that needed adjusting. Carroll went up to Louie and relayed Dave's message—which infuriated Louie. Just who did this kid think he was giving instructions to a mechanic who'd spent years perfecting his abilities to produce top running cars. Still, since he worked for Shelby, he had to do what he was told.

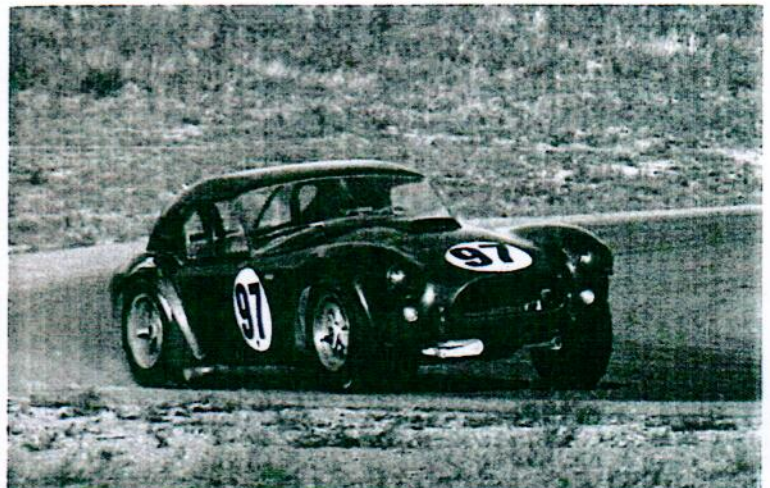
Sure enough, after those adjustments were made, Dave's times dropped even more so once again, Louie felt quite proud of the car he'd prepared. However, when Dave came into the pits for the second time, Louie saw him once again talking to Shelby and making various motions. Shelby again relayed Dave's comments to Louie—who by this time really had the hairs on the back of his neck sticking straight up. Once again, with Shelby as his boss he had no other option other than to make the adjustment Dave asked for.

When Dave went out onto the track again, his times dropped even further. Everyone was really getting excited about how quickly he was getting around the track. When Dave pulled into the pits for the third time, Louie again saw Dave talking to Shelby and making some small gestures.

Shelby told Louie that Dave was really happy with the car but he felt it needed just a tiny tweak and it would be perfect. By this time, Louie is furious so he decided he'd fix that smart-alecky kid and he didn't tweak it a little bit—he tweaked it a LOT!

Dave went back to the track—but didn't come back by the pit area. Pretty soon they heard the announcement that "Car 97's support staff is needed at Turn 6." They immediately rushed to Turn 6 where they saw the Cobra—with the front end sticking through the fence! Dave told them "I thought I needed just a little tweak more, but I guess that was too much."

Louie said that made a believer of him. From that point forward, "Whatever Dave wanted, Dave got."



### "IT MAKES YOU WONDER"

An elderly man had owned a large farm for years. He had a large lake at the back with lots of fruit trees. The lake was ideal for swimming, although he rarely did that anymore.

One lovely sunny day he decided to go down to the lake as he hadn't been there for a while, and look it over. He took a bucket with him to bring back some fruit. As he neared the lake, he heard voices shouting and laughing with glee. As he came closer he saw it was six young women skinny-dipping, he made them aware of his presence and they all went to a deep part.

One of the women shouted !! to him, "We're not coming out until you leave!"

The old man frowned, "I didn't come down here to watch you ladies swim naked or to make you get out of the pond naked."

Holding the bucket up he said, "I'm here to feed the alligator."

Moral: Old men can still think fast.

### CLUB CONTACTS

<b>President:</b>	<b>Dave Kent</b>	<b>9497 9479</b>
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<b>Secretary:</b>	<b>Ron McNally</b>	<b>9582 1177</b>
<b>Treasurer:</b>	<b>Dick Hogen-Esch</b>	<b>9581 2111</b>
<b>Club Captain:</b>	<b>Simon Clemens</b>	<b>9398 5319</b>
<b>Committee:</b>	<b>Jessie Kent</b>	<b>9497 9479</b>
	<b>Mark Thomas</b>	<b>9277 6478</b>
	<b>Dave Manson</b>	<b>9448 4498</b>
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