



SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

NOVEMBER 2011

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CLUB MEMBER ALAN DEWER RUNS THE NEW YORK MARATHON

Alan Dewar has recently run a marathon, a complete marathon of the full 42 km variety. Most of us in the Club are well aware of the treasurer's extraordinary level of fitness and of the many kilometres he runs in and around our beautiful city of Perth here in Western Australia.

Alan's great passion for adventure has led him to buy one Cobra and then to build another better one.

He has travelled to many exotic destinations such as Kathmandu and one of the base camps on Mount Everest and now with his fitness ability and personal discipline he has achieved such an accomplished task, running and completing the 'New York City Marathon'.

Congratulations & well done Alan Dewar, we are proud of you.

See Alan's story on page 18



above: Alan crossing the marathon finishing line and left: Alan with his marathon medal

Congratulations Tony



Tony Forder a long time member of the Club has finally managed to have his cobra licensed. The cobra build has been a lengthy process for Tony but he is now all smiles and ready to hit the road, when work commitments allow. Tony would like to thank Peter Coleman for all of his help in getting things finished.

PRESIDENTS REPORT BY DAVE KENT

G'Day Cobra nuts

Congratulations to our new editor in Eddie Terrell for his first edition of the new snakeskin. Great job Eddie, great read and good to have it back.

As the year draws to a close and we start to look towards the festive season I would like to take this opportunity to wish all our members and families a very Merry Christmas and a happy and safe new year. I am sure many of you are looking forward to a well earned break from work and the chance to catch up with family and friends whilst enjoying some festive cheer.

Of course the Cobra Car Club annual Christmas get together is on the 26th November at the Hogs Breath Café in Mindarie again and it looks set to be another big night. I would like to express my thanks in advance to Miles Wood and his staff for the fantastic Hogspitality I am sure will be evident on the night. Unfortunately Jessie and myself will be unable to attend this year as the entire Kent clan will be on the "Island of the Gods" celebrating our daughters 10th wedding anniversary.

Good to hear one of our very popular members in Rob Payne is making a good recovery after undergoing a bit of surgery and he says he is looking forward to cranking up the Cobra and catching up with everyone very soon.

As the President I am always trying to ensure that the club is meeting the expectations of the entire membership and I am firm believer that there is always room for improvement so if you have any thoughts on future events, social outings, club runs etc don't hesitate to bring them to our attention. We are always on the lookout for new ideas and your feedback is invaluable in creating a satisfying experience for everyone.



OFFICE BEARERS FOR 2011

Position	Name	Email	Phone
President	Dave Kent	daveandjak@bigpond.com	0409-979-479
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Committee	Graeme Dowsett		
Committee	Jessie Kent	daveandjak@bigpond.com	0409-979-479
Committee	Troy Kent		
Snakeskin	Eddie Terrell	eterrell@motherwell.net.au	0400 599 168

CALENDAR FOR 2011

Month	Runs		Meet	Event	Depart	Information	Organiser
	Sat	Sun	Wed		Time		
Oct	8			Parkerville Hotel	10:00 AM	Depart Caltex Midland for Hills run to Parkerville for lunch	Vern Charteris
			12	Go Karts Belmont	TBA	Club Kart Champion	Troy Kent
			26	Veteran Car Club (BBQ)	6:30 PM	BBQ and October General Meeting	Club
Nov	12	13		Dunsborough Overnight Run	8:00 AM	Depart Ye Olde Narrogin Inne, progressive pickup from Pinjarra	Jessie Kent
			23	Veteran Car Club	6:30 PM	November General Meeting then Hamburger Hill Run via tunnel	Club
			26	Christmas Function		Hogs Breath Café Mindaree	Miles Wood
Dec	10			Twilight Run	TBA	Depart Mandurah Bunnings - Progressive Pickup to TBA	Harry McClymans
Jan		8		Beach Breakfast Run	7:00 AM	Depart Ye Olde Narrogin Inne to Dawseville for breakfast	Ron McNally
			25	Veteran Car Club (BBQ)	6:30 PM	BBQ and January General Meeting	Club
Feb			1	Committe Meeting	TBA	TBA	
	11			Valentines Run	5:30 PM	Depart Forrestfield Macdonalds to Kent Balirama	Jessie Kent
			22	Dick and Leone Hogen-Esch	6:30 PM	Departing Hungry Jacks Baldivis - depart 7:00PM.	Ron McNally
		29		Whoop Ass Wednesday			Alan Dewar
Mar		11		Harry's Fish and Chip Run	5:00 PM	Progressive Freeway Pickup from Mindare South for Fish & Chips	Harry McClymans
			28/29	Classic Car Show	8:00 AM	CCCWA Show and Shine - Whiteman Park	Ron McNally
			28	Veteran Car Club (BBQ)	6:30 PM	BBQ and March General Meeting	Club
Apr	14			Graham Sach Memorial Run	8:00 AM	York for Breakfast	Graeme Ullock
			Bye				
		29		Cobra Poker Run			J, D & T Kent

Future suggested events. Contact your Club captain if you feel you would like to be involved or contribute to future events

Month	Event	Information	Organiser
Anytime	Skid Pan Fun	Somewhere Slippery	Al Dewar
Summer	Fast Karts	Wanneroo Raceway, possible joint venture with another club?	
Sept - April	Mystery Rally	Well, it's a mystery isn't it.	Ron McNally
Sept - April	Hartley Estate	Gingers Roadhouse	Rob Payne (Dave Kent to followup)
Anytime	Private ManCave Tour	Depart Ye Olde Narrogin Inne to Fremantle	
Anytime	Private Collection Run	Depart Gingers to Tony Pernuchelli's private museum	
Sept - April	Whoop Arse Wednesday	Meet at Kwinana Raceway	Harry McClymans and Al Dewar
Anytime	Poker Run	Meet at x then y then z then a and b, stopping for lunch at c	anyone?
Anytime	RMC Factory	RMC Sausage Sizzle	anyone?
Sept - April	Ladies Run	Depart somewhere Fabulous dahling	

VINTAGE AND VETERAN CAR CLUB RALLY BY GRAHAM ULLOCK

The Vintage & Veteran Car rally, held on the 8th October ran from Midland to Caversham, and catered for cars of the era 1900 to 1980.

The event started off with a show & shine at Midland oval commencing at 12 noon. Several of the cars had drivers & passengers dressed in the period dress to suit their cars.

During the afternoon, a roving reporter did interviews with a lot of the drivers, about their cars, me included, and at 3pm we were all lined up in our year blocks of 10 years, with the oldest car leading the parade, (model T Ford). We were escorted out into the streets of Midland by a number of John Day utes, who slipped into the parade every 20 or so cars, to assist with any that broke down on the way to the Old Caversham airstrip circuit, which is their H/Q.

There were approx 200 cars in the parade, which wound its way through the main streets of Midland, out onto Gt Eastern h/way, past Guildford Grammar school, then around the roundabout and turn right onto Caversham road and out to the old airstrip. We were slotted in about half way down the field, behind a Triumph TR 6, and of course by the time about 100 cars in front of us had passed through, the noise had brought spectators from everywhere to see the spectacle. Everyone was waving & cheering as we went by, and of course, if we let the cars in front get a little bit ahead of us, we had some space to put the boot into the loud pedal on the roundabouts a few times, and that got the crowds attention, and they loved it. Then of course the two Mustangs behind us had to do likewise, and the crowd went wild again. (bunch of revhead kids)



The tail end of the field was made up of all the old racing cars, which had special permits to run on the road for the cruise run out to Caversham. All were also escorted by the John Day utes for safety making for quite a spectacle.

Upon arrival at the Caversham airstrip circuit, we were parked up on each side of the strip, and proceeded to the very large clubrooms for drinks and finger food, whilst sitting around outside under all the big trees, we could watch and listen to the live band that had been set up in a big tent.

VINTAGE AND VETERAN CAR CLUB RALLY BY GRAHAM ULLOCK

Turned into a good day all round, being very well organised indeed, and a credit to the organizers. The event ran very smoothly considering that there were so many cars, even more so given that some of the older models were a bit hard to start and drive.

The pictures on this page are from the Classic and Awesome Rides Show (CARS) which was held at the Trinity College oval in Manning Rd, Manning, on Sunday 23rd Oct 2011.

Cars started arriving at 7.30 and were formed up in predetermined lines, which were all marked out in good sized bays.

We got there at about 8.15am, and were put on the front row, with all the other "different" cars. We had a Camaro on one side of us, and a 1969 VW on the other, both in pristine condition.

The weather threatened all day but didn't actually deliver, so the day was very relaxing, sitting around talking endlessly about cars, as you do at all day these shows.

Again, an extremely well organised event put on by the Monaro Club of WA. There were about 180 cars all up on show. (still only one Cobra)

Trophies were presented to Monaro club members for various categories judged during the day. We all started to vacate the oval at about 3.30 pm for a leisurely drive home.

Any questions, give Graham a call.

0417 467 634



DAYTONA BUILD BY RICKY VIRAGO (PART 1)

1965 COBRA DAYTONA REPLICA

INTRODUCTION

The following series of articles are based on a photographic history of building my Factory Five Cobra Daytona Replica. Building the car came about by circumstance and the fact the Aussie dollar was so strong at the time I decided that I needed another project to keep my sanity (and the wife insane.)

Having achieving a life-long dream of attaining / building a GT40 (replica) I have had a desire to build a replica of what was ultimately the forerunner to the GT40, this being the 1965 Shelby Cobra Daytona Coupe.

The Daytona Coupe was designed by Pete Brock to compete in the world sports car championship and was initially based upon the 289ci Shelby Cobra. The original cobra suffered from an aerodynamic standpoint at fast circuits like Le Mans and Spa and as a result Pete Brock reworked the design principally to improve upon this aspect. Bear in mind that during this period wind tunnels and the understanding of aerodynamic effects on vehicles was still in its infancy.

The resulting design (as compared to the cobra) incorporated a 5 inch longer wheel base, an extended nose section, a coupe style roof and a cut off rear. The car became legendary as the Daytona Coupe went on to become the winning-most vehicle in the 1965 world sports car championship season. This success was principally attributed to Shelby, however it is more likely the result of excellent drivers, a good design and a high level of reliability.

Only six Daytona Coupe's were ever built and, despite the racing program, still remain in existence today. As a result of the rarity, the only realistic manner in which to obtain one of these cars is to construct a replica. Thankfully a handful of companies around the world are replicating the vehicle.

In approaching the construction, there was much thought and investigation researching the various Builders. The most prominent of the builders is a company called Factory Five Racing, located in Wareham, Massachusetts, USA.

An order was placed for my kit which arrived and was cleared from Customs in September 2008.



The crate containing the chassis, body and multiple boxes of hardware for the "Complete Kit" package



Above Crating removed and below the borrowed box trailer loaded with all the boxes of hardware



DAYTONA BUILD BY RICKY VIRAGO (PART 1)



Sitting in wait for workshop space to become available to commence construction. (Sorry kids)



Standard - As delivered chassis

DELIVERY

The kit was ordered from factory five and was delivered remarkably quickly. From time of order to delivery on my doorstep was around 16 weeks. Try getting something in Australia that quickly! The Americans are certainly geared up to supply product pretty efficiently.

The purchase experience with Factory Five was very easy and hassle free. Shipping was arranged from Perth by a local shipping agent and was a trouble free. It is however essential that you have all the necessary paperwork in hand before the car is shipped including DPI import approval.

The only disappointment was the main crate. The construction of it was a little substandard and was broken on arrival.

Floor pan rear bulkhead and rear wheel splash panels fitted and drilled.

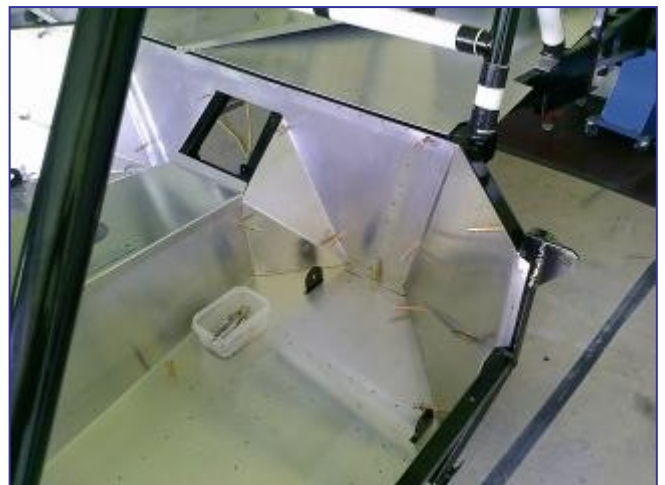
CHASSIS BUILD

To make the vehicle compliant with Australian requirements, the vehicle needed to be converted to right hand drive. A number of other things were also done out of personal preference to improve the basic chassis and panelling. In completing these changes the following was done.

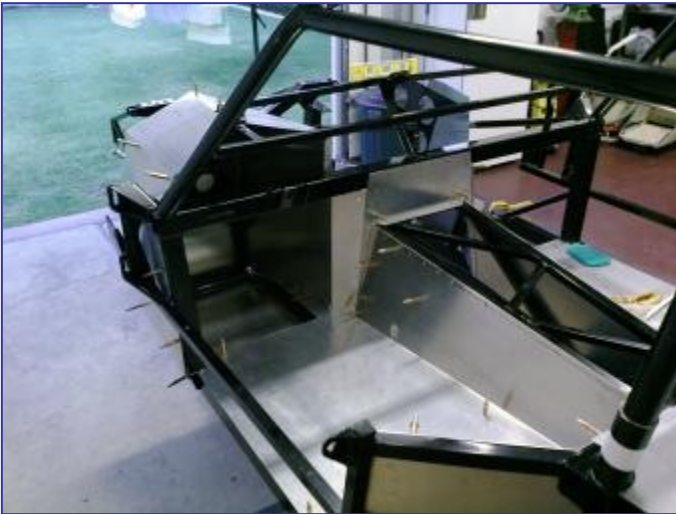
- Installation of a fully reconditioned TF Cortina steering rack
- Installation of a 1988 Nissan Skyline collapsible steering column
- Fitting of Triumph steering linkages utilising 9/16" x 36 spline universal joints
- Manufacture of a custom made steering link shaft splined to mate the Triumph parts with the Nissan parts.
- Inclusion of 7/16" UNF threaded bosses and mounting plates for inertia reel lap / sash seat belts
- Installation of a relocated mounting bracket for a hand brake which also incorporates a dash light switch
- Addition of non-structural foot well steel work to provide a drop floor on the drivers side to match the passenger side and also to provide support for the aluminium panelling.
- Addition of steel mounting framework for the pedal box installation.

Building up the chassis primarily involves a lot of aluminium panel fitting, bending, drilling, gluing and riveting panels into place.

Many of the panels were provided pre-bent, however a lot needed to be re-bent and required general tweeking to make them fit correctly. Several of the panels were literally thrown out or used to make other smaller panels.



DAYTONA BUILD BY RICKY VIRAGO (PART 1)



Passenger foot well, transmission tunnel and floor pan prefitted



Fitting up rear bulkhead panel and re-bending to fit chassis properly



Rear splash panel refitted. Inertia reel seat belt mount bracket to be welded on and outer skin still to be fitted.



Overall view of chassis work progress



Engine bay panelling completed and ready for removal prior to having the chassis powder coated

DAYTONA BUILD BY RICKY VIRAGO (PART 1)

Handbrake installation test. Note cutout on floor for original FFR handbrake which positioned the hand brake way too far forward.



Pedal box mounting and steering column fitment in progress

At this point, all the panelling was removed and the chassis was taken out for sand blasting and zinc coating. This was then followed by powder coating in gloss black. As a note for anyone considering building a Factory five car, don't get them to powder coat the chassis. It is a waste of time and effort. It will quite literally fall off as surface prep is non-existent. I would not be happy to build the car as it was supplied and as such chose to have the chassis coated properly.

In addition I chose to powder coat the engine bay panelling and had this powder coated at the same time as the chassis. Installation of the panelling (Gluing and riveting) will be done as necessary and with consideration to fitting other mechanical parts and plumbing to provide easy access. There is no point boxing yourself into a corner by rushing and not thinking ahead.

Part two of the build will focus on installing panels and installing running gear and plumbing.

**EDITOR'S NOTE**

If you see a photo in the Magazine and would like a copy for your own records please contact me and I will make sure that a copy is sent to you. Eddie (eterrell@motherwell.net.au)

Thank you to everyone who has contributed articles and photos. Without your input my job is impossible and the Snakeskin cannot survive.

FFR BUILD BY TIM WALMSLEY (PART 2)

Continuing on from Part 1, here are some additional photos of the engine install photos. These show the actual mounts that I setup for the LS3 and gear box.



The last picture (left) reminded me - I bought a the mid-mount shifter from Mal Wood to move the stick to the right position between the chassis rails. Thanks guys.

Now with the engine finally sorted, and some good idea of what clearances I would need around said engine, I could now get stuck back into the RHD conversion. A fair bit of time here spent with measuring, mocking up, getting bits laser cut, refining ideas, more laser cutting etc etc, but in the end I come up with a fairly simple setup I think should work well. Also, I took this opportunity to move the pedal box forwards to assist in providing some more leg room.



FFR BUILD BY TIM WALMSLEY (PART 2)



Some black paint then applied, and all as good as new!

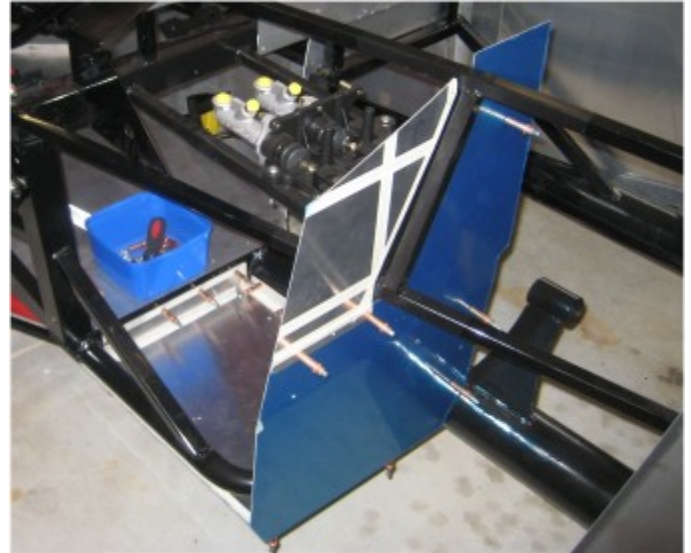
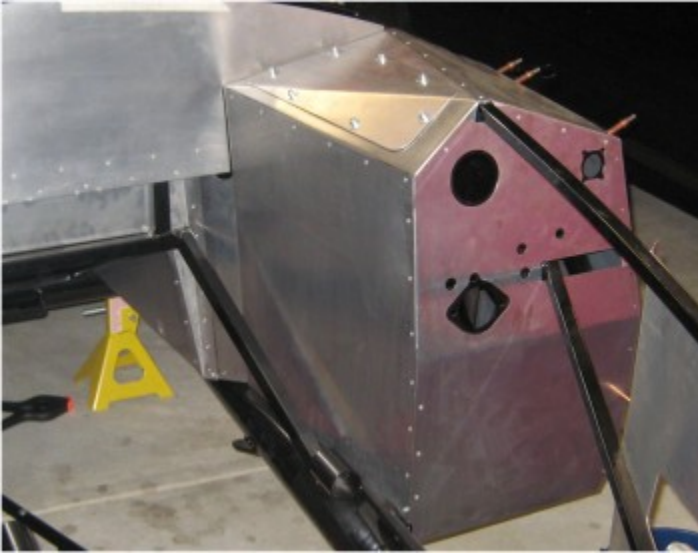
Time for a break from all this thinking, I was now able to go back to the build manual and start back on some normal activities. To start with I added the fuel tank. This is a stock tank from a late 90's mustang.



Next up, I started adding the aluminium panelling to the firewall and cockpit areas. I started with the panels on the left side of the car, as for here I could use the FFR supplied aluminium. This has gone fairly well, if a little challenging at times, and I am happy with the results



FFR BUILD BY TIM WALMSLEY (PART 2)



I added a little hatch to the top inside over the LHS foot box to provide access to this area for future maintenance etc. I plan on keeping the engine ECU and the main wiring in this spot.

Now moving to the RHS, I am on my own. As I have fabricated the steering and pedal mounts in here, the FFR aluminium does not suit. Time to teach myself some sheet metal skills and have a crack. Actually step 1 was really sourcing a sheet metal bender. Thankfully, I found one in the club, and a big thanks to Dave Kent for the lend. And thanks to Dave Johns too for lending me a little guillotine.

So far I have made a new floor, and the panel at the front end. It is taking me about a day per panel, but so far I am happy with the fit. I do now that the sides and top panels will be a bit thicker as those shapes are more complex, but nothing ventured, nothing gained!

CLUB APPAREL

The Cobra Club has several items of apparel that can be purchased from the Club treasurer, Al Dewer. If your not sure who Al is then here is a photo to help you identify him. Al will be more than happy to assist you.

Items for sale include Shirts, Jackets, Caps and Beanies.

Also if you are behind with your club dues, Al is the man to see.



8TH OCT –THE PACKING SHED RUN BY DRAGAN SIMIC

At the last minute, due to a wedding function the destination of this run changed from The Packing Shed to the Kalamunda Hotel. We set off on a slightly overcast day, and with rain threatening at any moment. There were two Cobras and four tin tops, all but one of the tintops being utilities. We proceeded from Caltex Midland to Mundaring and along Mundaring Weir Rd. Mundaring Weir road had just received a decent shower, making it more interesting drive conditions for the Cobras, We continued on to Kalamunda and the Kalamunda Hotel for lunch.

As it turned out it was a good lunch considering the fridges went on the blink, with the staff doing a reasonable job under the circumstances.

As the day progressed the weather turned out to be quite nice. After lunch and we all headed off in various directions.



The Serpentine Run to the 'Stockman's Rest'. By Harry Mc

The Sunday morning was cool and cloudy with a gentle breeze in the air as we gathered at the War Memorial around 10.00am. There we enjoyed the harbour and city sites of Fremantle from such a wonderful elevated position. This presented a perfect picturesque opportunity for some photo's of the collection of cars. It also inspired many tourist to get their cameras out and have their photos taken while posing with a Cobra or GT40.



Our President Dave Kent gave us details of the run and a reminder of the rules at 10:30am, then we hit the road and headed south. We had a convoy of seven Cobras, one GT40, one Westfield and two tin tops. The Run was going to cruise Fremantle's Café strip first and rattle a few windows, as one does in a Cobra. Then it was going to be the coast roads down through Coogee, Henderson, Rockingham and Safety Bay, then head inland to Serpentine and the 'Stockman's Rest', Restaurant for lunch.



The Run was pleasant and drama free, we made a short stop at Coogee for all the runners to catch up and pick up another tin top. This was the super ute of Dick and Leone. When you follow that ute for a while, you almost expect it to transform and stand up with big machine gun arms and start shooting everything, but I think it was just my strange imagination or someone had put something weird in my can of Coke. Our convoy kept together for the rest of the Run, enjoying the magnificent ocean views and the attention of onlookers and dreamers on the pavement as we went. After passing through Safety Bay we started to head inland to Serpentine. This is when I noticed the clouds had become very dark and threatening, luckily they only gave us a few drops, not enough for the wipers to be engaged.



We were soon pulling up at the 'Stockman's Rest' and being ushered onto the owners front lawn right next to the restaurant, this was very convenient for some, but for those of us in old ute's - we had to park out the back

The Serpentine Run to the 'Stockman's Rest'. By Harry Mc

of the restaurant. Once we'd finished parking and chatting to each other, we were shown to the rear of the restaurant and our table, let me rephrase that - I mean we were taken out the back of the restaurant near the carpark to find one long table made up of three tables on the brick paving with one umbrella over the middle table. Mmmm!, well, I got to keep an eye on my ute.

Places were picked around the table, I think it was the older members who picked their seats early and they all just happen to pick the middle table, (you know, the one with the umbrella), or were all the younger members just being nice to the oldies and let us have them. I seriously doubt it, the oldies have been on many, many runs and had paid attention to the dark clouds and the possibility of a bit of rain turning our meal into a soup.

Once we were comfortable we ordered drinks and our meals, it was at this point I noticed the flies. The air was thick with them, these weren't your normal fly, that with a wave of the hand and they would go elsewhere. These were dumb stupid flies, that didn't know what a wave of the hand meant, these stupid dumb flies would land on your nose or face and you had to push them off, then they would only fly to the other side of your nose or face and it starts all over again. I over heard an explanation as to the reason why there were so many flies around at this time of the year, apparently it's the bloody Dung beetle's fault, they just aren't ready yet....

It was an annoying battle for over an hour. Drinks and meals came quickly and we ate with similar haste, we needed to cover our meals with napkins and eat from under them just to keep the flies at bay.

Amidst the chaos with the flies, I did notice the service was excellent, the staff very polite and my meal was hot and delicious. I would most definitely recommend the restaurant - but only with an inside table. Another point in their favour, they enabled us to have separate billing by taking our names with our order and when we finished our meal we could just go and pay, instead of waiting for every other person to finish before paying.

Nineteen of us were on the run to Serpentine, three headed back after the run and two members from Safety Bay driving their Cobra on a very special permit joined us at the restaurant and eighteen of us stayed for lunch. The run and the company were great, Oh! and the rain did hold off. With lunch out of the way we all found our own way home.



Miscellaneous pictures sent in with articles that didn't make it to the relevant pages are here. If you have any pictures or articles of interest don't forget to send them to the editor
eterrell@motherwell.net.au



Harry Mc wins Gold - for the second year in a succession



2011 STATE CHAMPIONSHIPS - PRACTICAL PISTOL

This year's SSAA (Sporting Shooters Association Australia) State Championships for Practical Pistol and Revolver have just been held at the Orange Grove Shooting Complex in the hills on the way to Armadale.

I hadn't shot there before and my first introduction to the club was the astonishing million dollar carpark with its unrestricted panoramic views to the city of Perth and way beyond.

The entry to the ranges, this was a tall canyon of rock on both sides probably 14m high and about 6m wide, this led to an old quarry with high cliffs all around. I thought noise may be a problem and I was right, the echo of rapid fire shots from several stages around the quarry walls was interesting, luckily we all wear hearing protection.

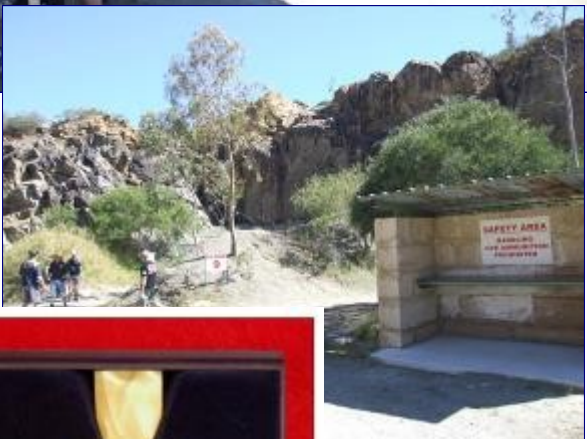
The day consisted of 90 shooters split into groups (or teams) of around 12. I swear many of the stages were set up by fit young men because there were tunnels to crawl through, a couple with kneeling starts, a stage shooting whilst prone (lying down and shooting under a barrier), the lying down is not so bad, it's just the getting up again and running to the next section. There was one bank of targets we had to shoot while balancing on a swinging platform hanging by chains.

We started around 10am and at approximately noon time as we finish 4 stages we went for a BBQ lunch included in the entry fee. We finished about 4.30pm and we shot just over 300 rounds each, there were reports of some shooters using close to 400, probably some of those old blokes, it was a great day and I thoroughly enjoyed it.

The presentations were in the Orange Grove Clubrooms that shared similar views as the carpark and this began around 6.30pm. There were many medals, prizes and trophies to be awarded. It seemed to drag on forever with all the speeches and sponsor talks.

This year there were many young people taking off awards, these were 12 and 14 year olds that were just brilliant (mind you their father's have their own ranges on the farms and are sponsored with ammo) so we understand why these kids are so good. My son won the silver medal in the Standard Pistol Class and was beaten by a 0.6 of a percentage for the gold, the winner being a 14 year old who's father has been state and national champion several times.

Our club was well represented in picking up awards, there were several gold winners and many silver and bronze winners as well. I picked up a Gold in the Super Veterans Class, probably the only one in that class! I can hear you thinking. I saw 9 Super Veterans listed on the board at the beginning of the day but I don't know how many were in my class and from a look around on the day, I swear there were a lot of old blokes walking around with guns on the hips!, or maybe they just looked old.



New York Marathon by Alan Dewer

Well... here we go! Everything over the past three months has come down to this point in time. Hours and hours of running around the streets of Perth before and after work, quite often in freezing cold or pouring rain, torn muscles, black toe nails, stress over airline strikes, endless paperwork for US immigrations and customs, event organizers, travel insurance, charities, etc, the list goes on & on.

So here I am at the start line of the 2011 New York marathon. (For those not in the know, that's 42.195 Km). I've been up since 3:30 am and met up with the other 38 runners from the group I've been traveling with in the hotel foyer. A brisk walk of about 4 km in the dark to a pick up point somewhere about 42nd Street in Manhattan cleared the cobwebs. When we arrived at the pick up point I was overwhelmed by the number of volunteers organizing the thousands of runners onto more coaches than I had ever seen before. There were guiding barricades everywhere, people with megaphones, thousands of NY police and all that was just to get us to the start line. By now I had already become separated from the rest of the group but it didn't concern me as I hadn't planned running with any of them and didn't expect to see them again until dinner back at the hotel that night

At a guess I would say it took about 2 hours to get to the start line due to all the traffic. It was only just getting light by the time we arrived and got off the buses. The marshalling area was huge but extremely well organized. These yanks really know how to put an event together.

At start time we were being released onto the marathon course at 3 different times and each group had 3 different start lines which ran separately on different courses for the first 5 km or so until the packs had thinned out and then they merged together to form one huge jogging, puffing, sweaty mass. My scheduled start time was 10:10 am and surprisingly I remained calm and focused until my wave was called forward. We all heard the starters canon fired somewhere in the distance but there were so many people between it and where I was that all it did was give me a rough indication where the start line was. We very slowly shuffled forward in the direction of the canon until before I knew it I was jogging along as a steady but very slow pace. Somewhere along the way I crossed the start line but I didn't actually see it. Fortunately the modern timing chips we all had attached to us record each runner as they cross the start and finish lines so the times recorded for the event are accurate. It's very difficult to get into a running rhythm as there are so many people around you and care was needed to make sure I didn't trip anybody over or get tripped myself.

As the temperature in New York at that time of morning is best described as biting cold most runners keep several layers of clothing on as they cross the start line and then discard them as they go along. Consequently there are several tons of clothing laying around the start line and along the side of the road for about the first 10 Km. New York charities do very well on the first Sunday in November each year.

This year's event had over 47,800 runners! That's a bloody lot in anybody's language. There were estimated to be over 2 million spectators along the course. Unlike the apathetic Australians who I'm more accustomed to seeing at previous runs I have participated in, these spectators take their role very seriously. There is a different type of band on the footpath about every 2 Km playing everything from heavy rock, punk, jazz, blues and everything in between and even a woman with a grand piano singing Adele.

New York Marathon by Alan Dewer

Everybody was there holding up signs and banners supporting and encouraging friends or family with such things as “GO JOHNNY WE LOVE YOU” etc but a few of my favorites were: “Keep going random runner, you can do it”, or “black toe nails are sexy”, and “toe nails are over-rated”. I could relate to those two as I had already blackened two toenails in my half marathon events in the previous months and unknown to me at the time I was about to lose a toe nail in this event as well.

I think the thing that surprised me the most about the spectators was the amount of noise they made. They just never let up! I was running about the middle of the field and they had been yelling, cheering, clapping, playing bugles, bashing drums and anything else that made a lot of noise since way before I passed by them and they maintained that level of enthusiasm for a long time after I passed by for all the following runners. By the time I got to the 21 km mark I was so over the noise. I just wanted 5 minutes peace. Fortunately as we ran over a very long, high bridge there were no room for spectators and we got a bit of a break and then it seemed eerily quiet with just the pounding of our footsteps. It all started again as soon as we stepped off the bridge and the cacophony never let up until the finish line.

I had chosen to wear a ‘T’ shirt in our national colours of green and gold with a kangaroo on it and the word Australia down the front. As I traveled along this drew the expected chants of “Aussie, Aussie, Aussie” from the crowd. Some were from Australian spectators but many were from Americans which I thought was great. To the first few chants I replied with a hearty “Oi, Oi, Oi!” As time passed and my stamina faded my reply became a smile and a wave and eventually the best I could manage was a barely audible grunt of “yeah, yeah, whatever”.

Eventually after entering Central Park for the last 3 km and even bigger crowds and louder cheering the finish line appeared around a corner and before I knew it, it was all over. Anna was standing at the 40 km mark and was disappointed that she didn’t see me go past.

In the weeks leading up to the event I tore a calf muscle and extensive physio and acupuncture couldn’t work the miracle required. I had been fully expecting to only be able to run the first and last 100 metres and walk everything in between so I was very happy to have been able to run the entire event although there is a great deal of room for improvement in my time.

My big decision now is which marathon should I do next? Anna thinks I should do Paris...

COLLECTOR'S ITEM

If a car can be said to sum up the feel of an era, the Triumph TR must be a good candidate for the car of the 1950s. A TR was then the "car to have" for the hard-driving sporting motorist who couldn't quite aspire to the heights of expensive Jaguar XKs or Austin-Healeys. Discomfort, water leaks, draughts and noise were in most people's eyes a small price to pay for the TR's snappy acceleration, its top speed of over 160 km/h (100mph) and its safe, predictable handling.

Standard Triumph recovered quickly from the devastation of WWII and in 1946 announced their first post-war sporting model, the 1800 Roadster. A moderate success, the basic age of the Roadster's design began to show severely by 1949 and production soon ceased. Standard Triumph set about designing a replacement within the constraints of a very small budget.

Eventually a "Triumph Sports Prototype" was exhibited at the 1952 Motor Show in London. The car utilized many components from existing models and had a distinctive "dumpy" body which was also a feature of the later TRs. The design was dictated as much by the cheapness of producing the simple rounded panels as by design philosophy. However initial tests soon showed up serious weaknesses in the prototype and a rapid development programme ensued, resulting in an extensive re-design which was unveiled at the 1953 Geneva Motor Show. The TR2, as the new car became known, went into production in August 1953. It featured an immensely strong 4-cylinder, wet-linered, OHV engine of 1991 cc capacity which, fitted with twin SU carburettors produced 67 kw (90bhp) at 4,800rpm. The car's four-speed gearbox had the useful option of an overdrive unit which

initially operated only on fourth gear but subsequently on 2nd, 3rd and 5th. The front suspension was independent with coil springs while the rear featured a live axle with semi-elliptic springs.

The car's specification endowed it with sparkling performance with a top speed of 165 km/h (103 mph), coupled with sporting handling and remarkable fuel consumption of over 30 mpg. It soon became apparent that the TR was the ideal car for the private competitor and in both racing and rallying, TRs, often unmodified, took honour after honour. In cases where overall victory was elusive, the rugged, reliable TRs generally took class honours. Works TRs also met with international success with strong showing at events such as the Le Mans 24 hours and the French Alpine Rally. Sales of the TR2 continued apace and in 1955 the TR3 was introduced. In reality this was little different from the TR2, but featured a more powerful engine with enlarged inlet ports and bigger carburettors. In addition, the front of the car received an egg-box grill to replace the TR2's gaping "mouth". A further change came in August 1956 when, among other things, the TR3 was fitted with front disc brakes, a more modified engine which now produced 74.5 kW (100bhp), a stronger rear axle and a full width front grill. Although popularly known as the TR3A, the car was never known as such by the factory. The car's price remained extremely competitive and sales expanded greatly, especially in the export market as indicated by the production totals for the TR2/3/3A of 80,241, of which 74,239 were exported, the majority to America. A thoroughbred machine, the TR is now a much sought car on both sides of the Atlantic.



Janette Beckman/Joe Bailey

TRIUMPH TR3 1955-1961