



VOLUME 30

# SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

JANUARY 2012

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## CHRISTMAS 2011



*Santa and his helper, prior to handing out a special gift for all those who attended.*



[Source: Shelby]

Christmas has come and gone once again. The venue as has been the case for the previous 2 years was the Hogs Breath Café in Mindarie. Later in this edition of the Snakeskin is a series of photographs taken at the Christmas party and a report covering the cobra run from Mandurah to Mindarie.

## Happy New Year

2012 marks half a century since the very first Cobra was released on the street

## **PRESIDENTS REPORT** BY DAVE KENT

G'Day Cobra nuts

Well here we are at the start of 2012 and I hope you all had an enjoyable holiday break with plenty of good friends and good food but hopefully without an expanded waistline .

The Kent clan had a memorable break prior to Christmas in Bali celebrating our daughters 10<sup>th</sup> wedding anniversary with a renewal ceremony to mark the occasion followed by a quiet Christmas at home.

This year marks the 50<sup>th</sup> anniversary of the Shelby Cobra so it's going to be a big year for "Cobra Nuts" worldwide. I will be looking to celebrate this milestone here in Perth in a significant fashion so let's kick off the celebrations at Whiteman Park for the annual Show & Shine with a display of fifty Cobras for fifty years of this much loved piece of motoring history.

Our first club run for 2012 happened on the 8<sup>th</sup> January with a fantastic run to Dawesville under sunny conditions to invade Ron & Nola McNally's sensational deck and be treated to a sumptuous breakfast. I'm sure there will be more elsewhere in this edition but a big thank you to Ron & Nola for their efforts and also to Dick & Leone Hogen-Esch for their hard work in the kitchen.

It looks like I will be a busy boy for the next twelve months or so with Jessie purchasing a 1967 Mustang convertible project which she plans to give a full ground up resto-mod so stay tuned for developments on that front. This also means that her much loved Cooper S is now looking for a new home.

So sit back and enjoy the read and lets make 2012 a massive year for the Cobra's big 50<sup>th</sup>.



### **OFFICE BEARERS FOR 2011**

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## 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	Committee 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	

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Actually, going down, entering the showroom, and purchasing the **COBRA**, was sort of a quaint ceremony that might faintly be described as his reaffirmation of a renewed belief in life and things beautiful, with a signature on the dotted line!

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OCTOBER, 1964

## 2011 GOODWOOD SPEED FESTIVAL BY PETER GRAHAM

*The following is an article written by Peter Graham for the Snakeskin. Peter is not a member of the Cobra Club but is well known to many of us. Peter was the first person in WA to build a Roaring Forties GT40. Thank you Peter for taking the time to prepare this article. The photo below is of Peter's GT40. Ed*



Where do you start when you are on the big "Tick of The Bucket List" holiday. My wife and myself after a lifetime of raising kids, paying off mortgages and generally running down all debt have finally seen the light at the end of the tunnel.

We had discussed the big trip of a lifetime as just reward for a lifetime of hard grind and the deal was we each write down where would like to go and what we would like to see. Time wasn't an issue as my wife was retired and I had 9 months long service leave from work. I immediately put my thoughts on paper and basically had a start and a finish point worked out real quick, the start point was Anzac day at Gallipoli and the finish was the Goodwood Speed festival in Chester, England. Everything else would have to fit in between those two events.

Gallipoli was fantastic and if you are an Aussie or a Kiwi it's a must do at least once in your life, it's like Mecca is to a Muslim and if you go there make sure that you do a tour around Turkey, worth every dollar you spend.

Now the problem with my two "must do's" is the available time that you have between the two events so this was basically filled with a trip around Europe that took in the museums of Mercedes, Porsche, Ducati, Lamborghini and Ferrari, followed by time in the UK and Ireland. The UK leg included the Isle Of Man TT, Silverstone Moto GP and of course Goodwood.

I must say at this point that I may sound a bit selfish in doing all the things on my list but my wife was quite happy to follow along.

Finally we are heading to the south of England for the Goodwood Speed Festival on the property of Lord March. This is one of those picture post card places you see in England with a motor racing track, a hill climb used for the festival, horse racing track and a light aircraft landing strip. Lord March makes most of his loot from running these types of events.

At this stage the wife was all car'd and motor bike'd out and elected to stay in Portsmouth ( about 30km from



## 2011 GOODWOOD SPEED FESTIVAL BY PETER GRAHAM

Goodwood ) and go shopping and generally relaxing, how fantastic was that. The event is a three day event and they only allow 60,000 people per day, I had pre booked the Saturday and Sunday with roving grandstand seats which allows you to sit in any available seat in any of about five grandstands.

I turned up on the Saturday and as you enter the event you are walked past a display of about 30 high performance cars on display generally from manufactures of these cars, then you enter a huge area that houses all the car manufactures displays and I am told that this is the biggest car show in the UK, and there's more, the next area is for the vendors to display their wares which include kit cars hot up bits, specialist car people and all manor of things.

I am just stunned by all of this because everything on display at Goodwood is available for the public to touch, sit in and generally ask stupid questions to the sales people. At this stage you actually haven't got to the event, but you can certainly hear the cars running up the hill climb or just in the pits warming up.

Now, the pits, this is the place to go and see. There would be about six or seven pit areas and generally each pit houses a particular type of vehicle, vintage, veteran, supercar, open wheelers etc you name it, there all there including all the latest formula one cars with there drivers, again, no restrictions on looking, touching or talking to the owners and drivers. I am sure there is nowhere else in the world where this can happen.

I was completely in my glory, taking photo's talking to like minded people and just drooling at the cars, the pit area set aside for the supercars was unbelievable, cars I had only ever seen in magazines were all there, even the very latest Lexus supercar that was only announced about 4 weeks ago in the local news, that was such a beautiful car but I suppose for \$700,000.00 you would expect something pretty special.

I spent all day Saturday taking photo's and checking out what was at the event then on Sunday I left the camera back in Portsmouth with the wife and headed



back with nothing to carry but car keys and wallet so I was as free as bird just walking around and having a closer look at the things that really interested me. I guess the only downside is how complacent you become, you see a Ferrari F40 in a display and say "bugger that" there's something more exciting to see elsewhere. A bloke should be horse whipped for even thinking like that.

As a bike person, the cars were great but when I got to the bike pits I was just stunned by the bikes on display, apparently you can't just enter this event, you have to be invited and with that comes the fact that all bikes, cars and drivers have some racing history or are just very unique. I was walking through these pits with my mouth on the ground and I ran into Andrew Pitt ( Aussie boy, two time world Super Sports champion ), I just said " g'day Andrew " he didn't know me from a bar of soap but he took the time to say g'day back. That's what the event is like.

They were celebrating 50 years of the E type Jag as well as 100 years of Indianapolis and they had brought over 28 winning cars of different ages and 16 winning drivers, they did a big show based on these people and cars and of course E type Jags, I have never seen so many E types, they were everywhere.

Of course the other good thing about Goodwood is the public car park, all sorts of exotic cars just sitting there as you walk to the transport modules that take you to the event.

If any of the readers want to see this automotive spectacular I would highly recommend it but if the wife isn't too keen on cars and bikes just flick her off at Portsmouth near the museum area, there's a great shopping centre that will keep her amused until she fry's your credit card.

Peter Graham



Peter has provided me with a CD containing approximately 200 photos. Let me know if you would like to borrow the CD at some time.

## DAYTONA BUILD BY RICKY VIRAGO (PART 2)

Following on from the last article we look at continuing the build of Ricky's Daytona.

At this point the chassis has been modified for right hand drive. Brackets have been added for the steering column, pedals and seat belts. All the aluminium panels have been pre-fitted and drilled. The chassis has been powder coated along with selected aluminium panels so, now is time to begin the real assembly.

The suspension consists of a combination of fabricated control arms, Mustang components, Thunderbird components and aftermarket bits and bobs.

The shock absorbers are Koni single adjustable units with 500# springs.

Front brakes are Mustang / PBR two piston items but these will be replaced with 6 piston items and larger rotors at a later stage. The rear brakes are single piston items which incorporate the hand brake. These will also be replaced with 4 piston callipers. The pedals are made by wildwood and utilise dual master cylinders and a balance bar. No booster is required however an ADR compliant fluid reservoir with fluid level switch was added. All brake lines are stainless steel braided items which eliminate flexible brake line bulging and give a firmer pedal.



Front suspension components are shown here both on the bench and as assembled onto the chassis. The Cortina steering rack (replacing a mustang rack) fitted straight onto the factory mounting points with little more than reaming of the mounting holes. The rack needed extensions to assist in correcting bump steer and, to make the tie rods long enough to mate up with the steering arm on the uprights, an extension slug was made up.

The uprights are mustang SN95 items which use Timken bearings, and Mustang ball joints. The lower control arms are fabricated by Factory Five and the uppers are fully adjustable for easy changes to castor and camber.



The rear suspension is a fully independent arrangement utilising a ford thunderbird diff centre, uprights and brake rotors. The control arms are all fabricated items and the half shafts and CV joints are custom items specific to the width of the rear end. The shocks are also koni items but springs are 750# for the rear.



## DAYTONA BUILD BY RICKY VIRAGO (PART 2)



*Ford 8.8" differential fitted (with Detroit Locker LSD)*



*Fabricated rear control arms (Note : two left hand arms were incorrectly provided)*



*Rear suspension and brakes*

Now that the basic suspension is hung, some of the panelling can be installed. The panels are firstly degreased then glued in place with Sikaflex and secured with rivets. It is important to remember not to box yourself into a corner while fitting the panels. Once the main seating area and engine bay panels were installed, the pedals and steering column were installed.

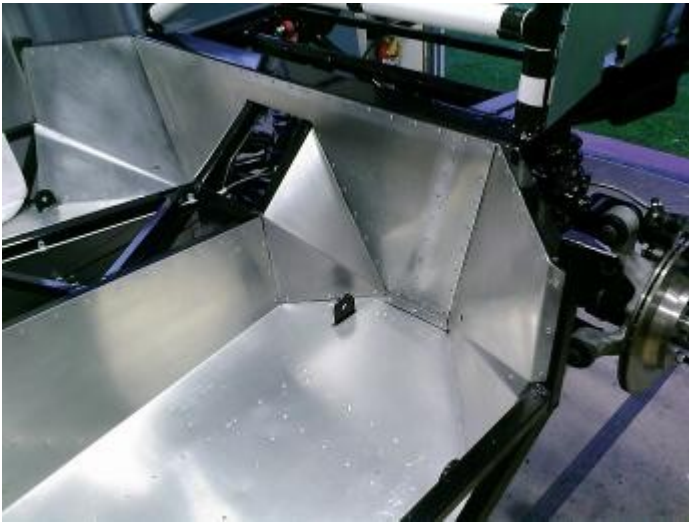


*Drivers floor pan, tunnel sides and engine bay panels installed. Steering column and pedals also fitted.*



*Passengers floor pan glued and riveted in place*

## DAYTONA BUILD BY RICKY VIRAGO (PART 2)

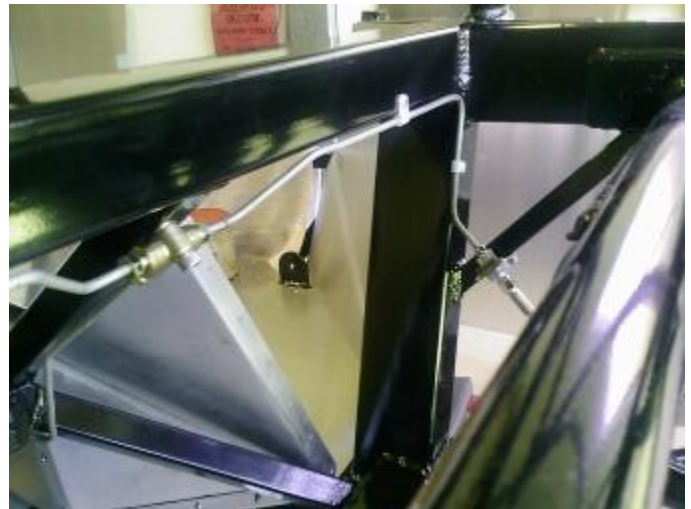


*Rear bulkhead and splash panels fitted*



*Front driver side brake pipe installation*

Hard plumbing lines for the fuel and brake systems can now be run through the car. The routing for these lines was planned out for the best and most practical locations. The lines were then measured, bent and installed. Nylon P clips were used at appropriate locations to secure the lines in place. These are readily available in various sizes from electrical wholesalers. It is important to note that if using braided flexible brake lines that these carry DOT certification marks. You are not allowed to, nor is it safe to make your own braided brake lines.



*Rear brake pipe installation*



*Brake master cylinders plumbed. (5/8" front and rear)*



*Dual chamber brake reservoir fitted (includes integrated brake fail switch for ADR compliance)*

## DAYTONA BUILD BY RICKY VIRAGO (PART 2)

Now that the brake lines are run, the fuel system gets installed next. First off, I had a custom made fuel tank built to utilise the available space under the rear deck and provide a large cruising range. In hindsight it is probably a little too large at 100 litres.

The tank is strapped up under the deck with steel hangers. Both the hangers and the top of the tank are lined with rubber to prevent any chaffing between the aluminium and the chassis. The fuel filter and pump are also mounted now and the locations of the fuel supply and return lines in the engine bay marked out. This provides all known points that need to be plumbed with hard line.

Flexible line should always be used to the minimum in any system and generally only to provide flexible connections.



*Steel fuel supply and return lines installed, fuel pump installed*



*Fuel tank and fabricated support straps with rubber isolator strips to prevent chafe on chassis.*



*Evaporative emissions canister and control valve*

## DAYTONA BUILD BY RICKY VIRAGO (PART 2)



*Tank installation completed*

It is worth noting that most cars are fitted with fuel injection systems. Always make sure that fuel in the tank is not given the chance to surge or allow the fuel pump to run dry. It will destroy the pump. Also, ensure you fit flexible hoses that are rated for high pressure and for unleaded fuels. I prefer to run a catch tank at the base of the main tank. Some installations will have a remote mounted surge tank fed from the main tank with a low pressure pump feeding the surge tank or the HP pump mounted inside the fuel tank.

*In part three of Ricky's build article we will look at installing the motor, gear box and cooling system.*



### A sign of the times



## 2011 CHRISTMAS PARTY BY DRAGAN SIMIC PHOTOS BY ROB PAYNE

Firstly may I must wish everyone a Happy New Year.

Saturday the 26th Nov 2011 was the CCWA annual Christmas function being held at the Hogs Breath Café in Mindarie. The idea was to start the event off with a Cobra run from Mandurah to Mindarie.

The run started at the Bunnings Mandurah carpark, and when I arrived there was immediately interest shown by a member of the club (Derek), he was doing some shopping in the area. Derek came over and had a chat for a while before contacting Colin to check on his availability. As it turned out Colin was also busy at his pet shop and unable to attend.

Gerry arrived a little later with another Cobra in tow (Ivor), who came by to say hello. We were then joined by Al and Anna. After the compulsory short chat we got on our way.

We headed off to the Kwinana Freeway, and began our run north. As we travelled up the freeway the convoy continued to grow as we picked up other cars waiting for us to pass. We were unsure of the actual number of cars in the convoy until we reached our destination. Final count was 9 Cobras a Mustang Fastback and a few tin tops.

A few more members arrived later, including Harry who again played Santa. Thankyou very much Harry as well as to Susanne who did a great job as his little helper.



# 2011 CHRISTMAS PARTY BY DRAGAN SIMIC PHOTOS BY ROB PAYNE



## 2011 CHRISTMAS PARTY PHOTOS BY ROB PAYNE & SIMON CLEMENS

There are many photos that were taken at the Xmas party that there just wasn't room for in this edition. Let me know if you would like a copy of any of the photos or contact Rob Payne or Simon Clemens



# 2011 CHRISTMAS PARTY PHOTOS BY ROB PAYNE & SIMON CLEMENS





# 2011 CHRISTMAS PARTY PHOTOS BY SIMON CLEMENS



## Breakfast Run to Dawesville by Ron Mc Nally

From all reports this was an excellence outing with about 35 members, lovers and fathers sitting down to breakfast on the Balcony at the McNally's in Dawesville.

Leading up to the morning ..... Nola was stressing about catering and cooking breakfast for so many people and thankfully Dick and Leone Hogen-Esch stepped in to help out with utensils and cooking.

For some, the morning started at Armadale, led by Dave Kent heading South along Kargotich, Hopelands and Corio Road into Pinjarra where a quick phone call to Dawesville got the BBQ and hotplate working on the Chipolatas & Bacon, the Champagne and Orange juice tested and the Nola's nervous wait continued. Fortunately Dick and Leone had arrived and set themselves up for the big cook.

For others closer to Dawesville, a relatively short run from home to the McNally's and for one a bit further away (1 week from registration) looking for #73 on Estuary Road instead of Estuary View Road.

Well, everyone arrived on time and parked their cars all around the place, front lawn, back yard and along the street. The cooking started, Chipolatas & Bacon already done, baked beans were ready and Dick got stuck into cooking dozens of fried eggs, Leone the scrambled eggs & mushrooms and Nola the Toast, Champagne, Fruit Platter, Croissants ..... Coffee and tea was already flowing & Ron left a pack of bacon in the downstairs fridge. The next couple of hours went by as quickly as some Cobra's with socialising, checking under bonnets, checking Ron's 2 wheel toy in the toy shop and general chin wagging.

News of the day .... Dave and Jessie are building a 67 Mustang convertible to replace the Mini.

After breakfast .... Some went straight home for more socialising while the diehards ventured further South to the Old Bunbury Road (Alan & Anna peeled off to Bunbury) while the rest headed off to Pinjarra then home via SW Highway, Forrest Highway and Pinjarra road. Ron finally found the occasional clunk in the back end that started a few months ago after being a bit naughty ..... A 2<sup>nd</sup> bold in the rear universal let go leaving only 2 holding the tail shaft to the diff ..... minor repairs but not in time for Whop Ass Wednesday on 11 Jan 2012.

A big thank you to all of the helpers on the day, girls cleaning up and washing dishes when the dish washer was full and being so willing to help.



## Breakfast Run to Dawesville by Ron Mc Nally

Nola and Ron thank everyone for a very enjoyable and successful day ..... Nola is not so stressed about the next one now.

Al Dewar & Anna (Cobra), Ross Smith & Sandra( Tin Top), Miles Wood (Cobra) , Alan & Ronnie (Cobra), Rob & Susanne(Cobra), Alex & Hilde (Tin Top), Maurie & Liz (Mustang), Ricky Virago (Daytona), Vicki Wilder (Daytona Passenger), David& Regina (Morton), David & Katrina (Cobra), George & Anne (Tin Top) , Dragan & Jean(Cobra), Dave & Jessie(Cobra), Dick & Leone (Cobra), Murray Bill (Cobra), Gerry Trigwell (Cobra), Alan & Sally(New Cobra), Colin & Derek (Cobra), Ron & Nola (Cobra).Alan & Sally(New Cobra), Colin & Derek (Cobra), Ron & Nola (Cobra).



# Ford Mustang

Ford caught the automobile world off-guard when it released the Mustang in April 1964. The competition sprang into action almost immediately. General Motors quickly produced the Chevrolet Camaro (first released in September 1966) and Pontiac the Firebird in 1967. Plymouth answer was the Barracuda, which beat the Mustang to market by two weeks, was in reality a Valiant with upbeat trim. Even AMC developed the Javelin and ultimately the AMC AMX. However, by 1965 the nation was overcome by Mustang mania. Ford could not build them fast enough to keep up with the demand. The fastback model was added to the stable in 1965, and the dash/gauge cluster was redesigned to help mask the fact the Mustang was actually a Ford Falcon with a new skin.

Ford crushed its muscle car competition when the GT model, then the Shelby Mustang 350 were introduced. Carroll Shelby had his engineers rework the base 350 ci. in V-8, bringing the horsepower from 271 to 306. The suspension, brakes and exhaust were all retuned, the backseat was removed and a functional induction fiberglass hood was installed. The result was a street-legal, race-ready vehicle that beat its competition in just about every racing division each week. Spawning the phrase: Win on Sunday, Sell on Monday was born!

