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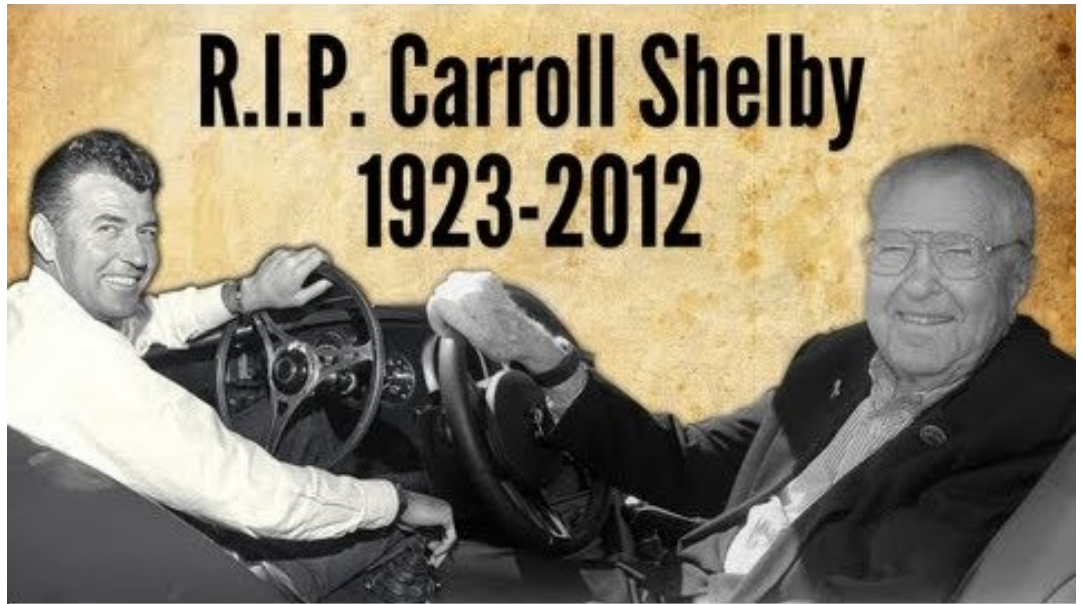
SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

MAY 2012

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Automotive legend Carroll Shelby, perhaps best known for creating the Shelby Cobra during an expansive and successful career as a race-car driver, automaker, team owner and entrepreneur, died Thursday night at Baylor Hospital, in Dallas. He was 89.

As a race-car driver, the high-performance legend won the 24 Hours of Le Mans for **Aston Martin** in 1959 with co-driver Roy Salvadori. Shelby also won U.S. sports-car championship titles with **Ferrari** and **Maserati** and raced in Formula 1 for two seasons.

In the 1960s, Shelby created the iconic Shelby Cobra, which dominated the racetracks of the era and defeated Ferrari for the world manufacturer's title. Shelby went on to lend his name and tuning expertise to existing models, most notably the **Ford Mustang** with the Shelby GT350 Mustang -- a modern version of which, the 650-horsepower V8-powered **Shelby GT500 Mustang**, exists in the **Ford** stables to this day. During his longstanding association with the Blue Oval, Shelby also presided over the Ford team's incredible Le Mans wins in 1966 and '67. According to Autoweek, "Shelby is believed to be the only person to win Le Mans as a driver (with Aston Martin), a manufacturer (class victory with the Cobra Daytona coupe) and team owner (Ford's GTs)."

The man's accomplishments and technical achievements with companies such as Shelby American and Shelby Automobiles, as well as with educational and charitable foundations such as the Carroll Shelby School of Automotive Technology at the Northeast Texas Community College and the Carroll Shelby Heart Fund (now Carroll Shelby Foundation), tell the story of a charismatic risk-taker and envelope-pusher -- a man for whom "faster" was a challenge, a directive and a lifelong mission.

Carroll Hall Shelby was born Jan. 11, 1923, in Leesburg, Texas. He is survived by Cleo Shelby, his wife; sister Anne Shelby Ellison; daughter Sharon Levine and sons Michael

Carroll Hall Shelby, RIP, 2012.

A great man has passed - but his Legend is for ever.

Harrymac.

PRESIDENTS REPORT BY DAVE KENT

G'Day Cobra devotees

Welcome to the special Indian edition of the Presidents report, but more on that later.

The big one for this report is thank you, thank you, thank you and congratulations.

Due to a huge commitment from so many people we had the most successful Show & Shine at Whiteman Park ever which culminated in the club taking out the "Best Club Display" award which is judged by the organizing committee of the Classic Car Show. So well done and congratulations to all involved.

Now to the biggest thank you which of course goes to Mr Cobra, Harry McClymans, as I have now doubt whatsoever that this award was largely due to Harry's massive effort in not only rounding up members to display their cars to celebrate 50 years of the Cobra but also in creating the replica of the Shelby American pits in our display. This was a huge task and delivered with the typical McClymans flair.



Another big thank you to Tony & Pat Varis for once again loaning us Precilla to use for the weekend even though I tried to do some unauthorized modifications to the rear bumper. Sorry Tony I hope the repairs were up to scratch.

The other big story for the month is that Harry Mac has finally parted company with what was, perhaps, the longest Cobra build in history. I am sorry that Harry never got to realize his dream of owning/driving his own Cobra but a little birdie tells me it has been purchased by a former club member who sold his car a few years back so the car will remain in the fold which I certainly hope will be the case for Harry as he is not only a great friend to many members but also a fantastic source of information and club history.

I'm sure you were all shocked to hear of the sad passing of Carroll Shelby, the creator of the legend we enjoy so much. Shelby was, and still is, a legend among legends in motor racing circles and right up to the very end was still involved in making ordinary cars extraordinary.

Now back to the reason for this being an Indian edition. I am writing this report from Anand in India as Jessie and I are over here with our daughter Jenny and her husband for the birth of their first child. After many years of trying and many more tears they had almost given up on the hope of becoming parents as Jenny could conceive but never carry a baby to full term. They had even looked into adoption but could not believe how hard the government made the process. In desperation they turned to a world leading clinic, believe it or not here in Anand, which provides specialist IVF services including a surrogacy program. I am pleased to announce that with the help of a fantastic surrogate they are now the proud parents of a 6lb 12oz boy, Jaxson, born on the 7th of May. We will be returning to Australia in few days but for them they now have the arduous task of getting all the documentation in place to bring him home to Australia.

So now you've heard my ramblings, sit back in the satisfied glow of a job well done at Whiteman Park, I'm sure there is a big spread elsewhere, and enjoy your read.

OFFICE BEARERS FOR 2011

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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

CCCWA 2011-2012 Calendar						
Month	Day	Date	Time	Event	Information	Organiser
February	Sun	29		Whoop Ass Wednesday		Alan Dewer
March	Sun	11	17:00	Harry's Fish and Chip Run	Progressive Freeway Pickup from Mindare South for Fish & Chips	Harry McClymans
March	Wed	28	18:30	Veteran Car Club (BBQ)	BBQ and March General Meeting	Club
April	Sat	14	08:00	Graham Sach Memorial Run	York for Breakfast	Graeme Ullock
April	Sat	21	06:00	Classic Car Show	CCCWA Show and Shine - Whiteman Park	Ron McNally
April	Sun	22	06:00	Classic Car Show	CCCWA Show and Shine - Whiteman Park	Ron McNally
April	Wed	25		Bye		
April	Wed	29		Cobra Poker Run		J, D & T Kent
May	Sun	13	09:00	Waroona Run	Cockburn Central East to a Winery for Lunch	Dragan Simic
May	Wed	23	18:30	Veteran Car Club (BBQ)	BBQ and May General Meeting	Club
June	Sat	9	TBA	Chittering Valley	Depart Caltex Midland to Stringy Bark	Alan Dewar
June	TBA	TBA	TBA	Barbagello Tuning Day	Find club to play with	Bryan Smith & Bec Eves
June	Wed	27	18:30	Veteran Car Club (BBQ)	BBQ and June General Meeting	Club
July	Sun	8	08:30	Cape Bouvard Run	Depart x to Cape Bouvard Winery	Ron McNally
July	Wed	28	19:30	Veteran Car Club	AGM Followed by the July General Meeting and supper	Club
August	Sat	11	08:30	Parkerville Run	Depart Gingers to Toodyay for snack to Parkerville for pub lunch	Lance & Larry
August	Wed	29	18:30	Veteran Car Club (BBQ)	BBQ and August General Meeting	Club

A Life Well Lived

Carroll Hall Shelby, a man whose vision for performance transformed the automobile industry, has died at age 89, his company, Carroll Shelby International, said today. Mr. Shelby passed yesterday at Baylor Hospital in Dallas.

Born on January 11, 1923, in East Texas, Shelby is considered one of the truly great American success stories of the 20th century. Race car driver, WWII "Flying Sergeant", philanthropist, automotive entrepreneur and racing team owner, he came to embody the ingenuity, tenacity and grit needed to win during his 60+ year career.

The son of a postal worker in the hamlet of Leesburg, Texas, Shelby attended high school in Dallas and joined the Army to fight in World War II. After serving as an aviator in the war, he returned home to Texas where he dabbled in business with a dump truck operation, a chicken farm and a sports car dealership. It was while he co-owned the Dallas dealership with fellow Texans Jim and Dick Hall that Shelby first tasted car manufacturing. Together, they created a handful of "Scaglietti Corvettes" that were based on GM's roadster.

Meanwhile, he began to feed his obsession for speed. Shelby's first race was at a drag strip in a 1932 Ford. Moving on to road courses, he raced throughout the USA in his spare time. When all of his chickens died of limberneck disease, Shelby moved into the cockpit as a career.

Once on his way to a race, Shelby had to wear his work clothes from the farm to make the start time. When his odd racing attire netted him more attention and publicity than his victory, Shelby made the striped bib coveralls his trademark.

In just a few short years, he became a dominant figure on the racing scene. He was courted by the top car manufacturers in the world to drive for them, including Ferrari. Shelby captured three national sports car championships in the United States, earned a spot on the Aston-Martin team in Europe, won the 24 Hours of Le Mans and set land speed records at Bonneville Salt Flats. Twice, he was named Sports Illustrated's "Driver of the Year."

Still in his prime, a heart condition caused him to abandon his driving prematurely in 1960. Instead of reeling in self-pity, Shelby turned his attention and talents to race car design and automotive manufacturing.

Carroll Shelby believed in combining big horsepower with inspired engineering. He first approached Chevrolet because of his experience with the Scaglietti Corvettes. The idea was to fit the 283 c.i.d. Chevrolet motor into the AC Ace chassis, as the English carmaker had lost its engine deal. However, GM turned down what would have essentially been a competitor to their existing sports car.

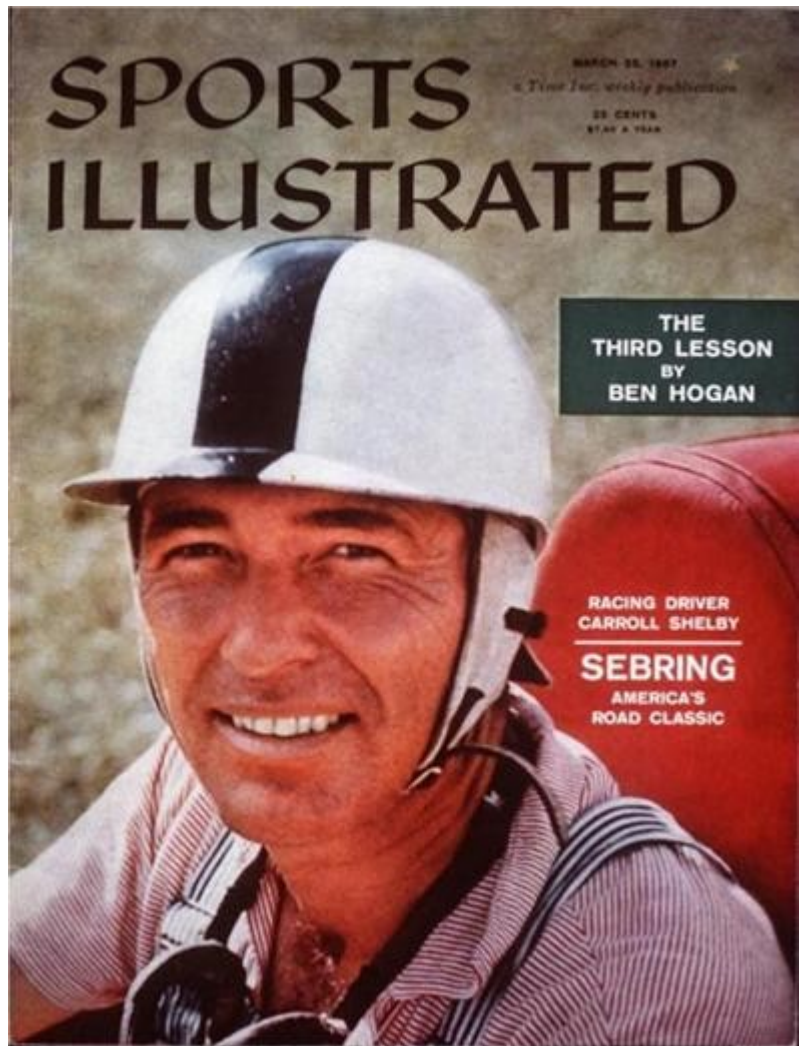
That led Shelby to approach Lee Iacocca at Ford Motor Company with the idea of building a two seat sports car using the company's new small block engine. It was the beginning of a lifelong friendship between the two.

When Ford agreed to supply motors and cash to start the venture, Shelby vaulted into action. He formed "Shelby American" around a group of Southern California hot rodders. They shoehorned Ford's engine into the lightweight Ace roadster. Christened the Cobra, a name which Carroll said many times came to him in a dream, Shelby's CSX2000 was introduced at the New York Auto Show in 1962. It turned the sports car world on its ear.

After developing a competition version of the Cobra, Shelby fielded a team in Europe to race against the best. In addition to racing the Cobras, both in coupe and roadster form, he eventually added Ford GT's to the team at the behest of Ford Motor Company.

In 1965, they won the FIA sports car world championship and the next year captured the overall win LeMans with the Ford GT and a class win in the Cobra Daytona Coupe. Carroll Shelby is the only man to have won the prestigious Le Mans race as a driver, team owner and automotive manufacturer.

"Carroll Shelby was an automotive visionary and leader," stated Dan Gurney, who was part of the Shelby American racing team and an American legend in the car building racing world. "His West Texas down-home bib overall style had a huge emotional impact on me and when he launched his now legendary Ford powered Cobra team, I found myself a very willing volunteer to lend my driving ability to his quest to take on the established European teams on their home turf.



“As part of Shelby American, we managed to win some tremendous races together: the very first FIA sanctioned points race for Cobra at Bridgehampton 1963 in a Cobra Roadster, the GT classes at the Targa Florio, at Le Mans and at Goodwood with the Daytona Cobra Coupe in 1964. Then we won the crown jewel: the 1967 Le Mans 24 Hour Race with the Ford Mark IV. His leadership was very unconventional and more powerful than either his friends or competitors ever imagined. His charm will be missed, his reputation as a motorsports icon is secure.”

At the same time, Shelby's operations turned out the Shelby 289 and 427 Cobras, as well as a succession of Mustang-based Shelby's created at the request of Lee Iacocca at Ford Motor Company. He scaled back his California operations in the late 1960s when new government regulations and insurance rules began to affect the sales of performance cars. For several years, he operated businesses in Africa until civil war in the region closed them down.

Shelby was also a pioneer for modern licensing programs in the automotive industry. Beginning in the 1960s, he began licensing his name and designs for various products. Unfortunately, he was forced to assert his right to his famous trademarks and designs many times over the years, too.

In 1982, he began helping his friend Iacocca, who had assumed the helm at Chrysler, to enhance performance of the cars at the struggling company. His team turned the lowly K car into a pocket rocket and pioneered a new class of cars. They also created the muscle truck and developed the Dodge Viper, which paced the 1991 Indy 500 with Shelby at the wheel.

In 1988, Shelby started building Cobras again. Teaming with McCluskey, Ltd, he began development of the “mystical 43” 427 S/C big block Cobras, which were the last 43 chassis numbers left from FIA homologation. That laid the groundwork to develop a limited line of “continuation” big block Cobras.

In 1995, his long-established company, Shelby American, opened a facility in Las Vegas at the new Speedway to expand his continuation Cobra operations. In Las Vegas, he later manufactured the Oldsmobile powered Series 1 roadster in cooperation with GM and added other Cobra models. In 2005, Shelby entered into a new agreement with Ford Motor Company that involved him in the development of the new Ford GT and led to the re-introduction of several Mustang based Shelby cars, including the Shelby GT-H, Shelby GT-500, Shelby GT-500 “Super Snake,” Shelby GT and Shelby GT500KR.

Carroll Shelby spent 50 years establishing and protecting his name, trademarks and car design rights, and in the 1980s he established Carroll Shelby Licensing, Inc., which licenses companies worldwide to manufacture, market and sell everything from the best and fastest muscle cars on the road (e.g. the 1960s Shelby Cobra 289, 427 and Daytona Coupe, and more recently the Ford Shelby GT-500) to premium Shelby memorabilia. These first in brand licensees range from Ford Motor Company's manufacture of the new model year Ford Shelby GT-500s, to clothing, diecast model cars and exciting video games such as “Need for Speed” (Electronic Arts) and “Forza Motorsport” (Microsoft).

“At Ford, Carroll Shelby will always be remembered as an innovator, a performance vehicle legend but most importantly an incredible partner and close friend for more than 60 years,” said Edsel Ford II, member of the Board of Directors of Ford Motor Company and great-grandson of Henry Ford, founder of Ford Motor Company. “The Ford and Shelby collaboration is something that has always been very important to me personally and Carroll will continue to be the inspiration behind our future collaboration that will carry his name. My family and I are honored to have had Carroll as a friend and part of our family. He will never be forgotten.”

Meanwhile, Shelby American, Inc., now headquartered in Las Vegas, continues to build authentic continuation Shelby Cobra vehicles. It also offers the best and most exciting contemporary American muscle cars on the road, such as the post-title Shelby GT500 “Super Snake”, Shelby GT-350 and the Shelby GTS.

Joe Conway, President of Carroll Shelby International, Inc. and board member, John Luft, President of Shelby American, Inc. and Tracey Smith, President of Carroll Shelby Licensing, Inc., combine to bring a formidable team of experience and dedication in carrying out Carroll Shelby's visions for the future.

“We are all deeply saddened, and feel a tremendous sense of loss for Carroll's family, ourselves and the entire automotive industry,” said Conway. “There has been no one like Carroll Shelby and never will be. However, we promised Carroll we would carry on, and he put the team, the products and the vision in place to do just that.”

“Carroll was a visionary who never stopped seeking ways to build faster, better cars,” noted Luft. “He was actively involved in each of the models we build today, the development of our parts business and each of the cars scheduled to be introduced over the next few years. Carroll Shelby was the ultimate competitor and his spirit will continue to guide our company.”

Shelby considered his greatest achievement to be the establishment of the Carroll Shelby Foundation™. Created in 1992 while Shelby was waiting for a heart transplant in the hospital, the charity is dedicated to providing medical assistance for those in need, including children. The Foundation also supports educational opportunities for young people through automotive and other training programs and benefits the Carroll Shelby Automotive Foundation.

“Carroll formed a foundation to give something back to those who have not been as fortunate as him, in both medicine and education,” explained Carroll Shelby Foundation Board Member M. Neil Cummings, Esq. “The Foundation is well endowed to continue Carroll's vision.”

Shelby remained active in the management of each of his companies and the Foundation until his death, even though he endured both heart and kidney transplants in the last two decades of his life. An innovator and pioneer, he achieved an almost mythical status that never diminished. He traveled the world, socialized with movie stars and beauty queens, made and lost numerous fortunes, won races, built cars and lived large.

Shelby is survived by his three children Patrick, Michael and Sharon, his sister, Anne Shelby Ellison of Fort Worth, six grandchildren, four great grandchildren and his wife Cleo.

2012 SHOW AND SHINE



A MOMENT IN TIME FOR A SHOW AND SHINER, aaaarrrgh.

Saturday, a.m. early, I needed to print off the last of a few things for the 'Show & Shine'.

I made a cup of tea, sat at the computer, pushed the button and waited for my day to begin.....Nothing!, pushed the button againStill nothing!. The bloody computer had crashed and died and at a time when I couldn't find a tall building to throw it off, or a powerful locomotive to run over it, or even find a cleverer person to push the button and make it work as they do. There was a question from the other genius that lives in this house - "Is it plugged in?" - again I started thinking about putting in a bit more effort into finding that tall building. So 'I rang a friend' and he said yes to helping with the printing and he said he also knows where there is a tall building, some friends can be real handy.

The drama started the night before when I was on the computer making a replica racing pit pass to go with the Carroll Shelby black hat for the display 'Pit Area', only to discover when I pressed print I was out of ink, it was after midnight so I thought I could do it in the morning after a good nights sleep.

I explained to Eddie what I was trying to do for the 'Pit pass', he understood what I was saying and went off and made a better one than mine, well done Eddie - you saved the day.

Let me tell you - making official Cobra memorabilia can be exhausting.

The day and weather were perfect, the members Cobra's were perfect, all the help with the display was perfect and the end result for the day was glorious. I would like to thank everybody for the effort to make this the best Show and Shine ever.

2012 SHOW AND SHINE

COBRA CAR CLUB - "AUTO ONE BEST CLUB DISPLAY" for 2012

Members Choice Award	1 st	Andrew Finch
	2 nd	Ricky Virago
	3 rd	Dave Walton
Best Owner Builder	1 st	Ricky Virago
	2 nd	Colin Bramwell
	3 rd	Andrew Finch
Best Over Ten Years Old	1 st	Ron McNally
	2 nd	Rob Payne
	3 rd	Trevor Percival

There are a large number of photos taken at the show and shine taken by Dave Walton, Harry mac and Adele, far too many for the magazine . All of the photos will be published in a snakeskin dedicated to the 2012 Show and Shine.



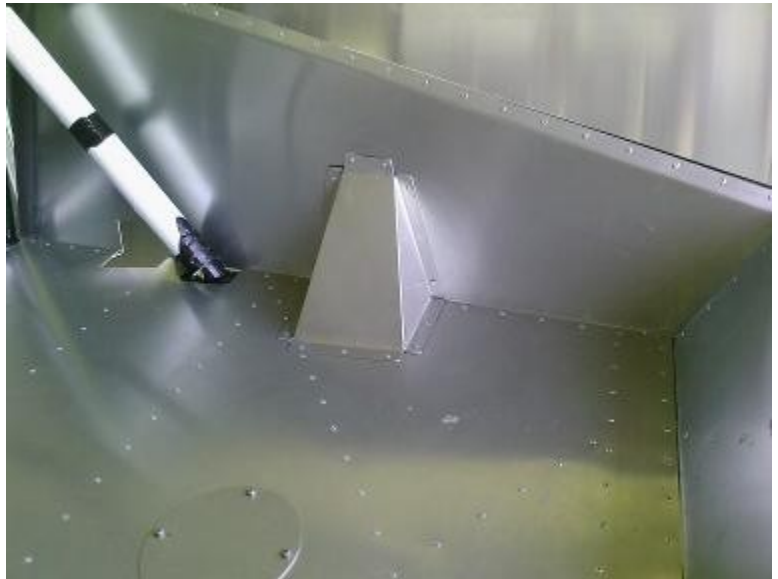
DAYTONA BUILD BY RICKY VIRAGO (PART 4)

This issue we will look at final panelling of the chassis, some of the electrical installation and finishing the air conditioning. That will lead into the bodywork and painting.

Now that the fuel system and wiring to the rear of the car is run, The rear deck and side panels are installed. Due to the custom made tank and filler location, I had to make a panelled out recess to allow for the filler tube. Also access to the fuel sender was provided in case it should ever fail.

Next the transmission tunnel top, switch panel and dash were made (or modified) to suit the RHD conversion. The original dash was used (purely for licensing) with the intent that the car was always going to be fitted with a new dash after licensing with gauges, vents, switches, etc being relocated. Once the dash is covered in foam and vinyl, it would look good as a temporary unit in any case .

With the dash layout established the air conditioning evaporator unit was mounted up behind the dash. Flexible hose was run from the various AC components in the engine bay and temporarily connected.



DAYTONA BUILD BY RICKY VIRAGO (PART 4)

Next the fuse / relay panel and factory Ford ECU was installed. Also the supplied wiring harness was laid into the dash area and lengths checked for suitability due to the RHD conversion. Both the supplied harness and the Ford ECU harness is being used as a temporary measure as the car will be rewired after licensing to incorporate much more electrical protection, a far neater electrical installation, a programmable ECU, electric water pump and a few other things.



Fuse & relay panel, ECU and instrumentation installed in the "Licensing" dash panel.

The loom to the front of the car was now run and terminations made for all front lighting, connections to the motor and accessories.

Front loom installed. Horns, fan, lights, motor etc, all terminated to plugs.



Next issue will deal with fitting the body, body fittings and bodywork in preparation for painting.



PHILLIP ISLAND CLASSIC BY MAX WILLIAMS

Last year while catching up with some old friends for a Christmas drink, it was suggested we should go over to the Phillip Island Classic – Festival of Motor Sport, held every March at the magnificent Phillip Island Grand Prix circuit in Victoria. As we used to go and watch motor racing together, both at Caversham and Wanneroo, we decided it should happen. After months of anticipation the big weekend finally arrived and we flew out of Perth Thursday morning. Arriving at Tullamarine we jumped into our hire car and headed off straight down the freeway for a seamless run down through the picturesque south-eastern part of Victoria, past Westernport Bay to the (very) touristy Phillip Island. We found our accommodation and settled in for a relaxing dinner at one of the many restaurants in Cowes. The town was very much alive with many obvious fans and competitors alike.

Friday morning saw us up bright and early for a hearty breakfast at another eating establishment and then heading off to the track for a spot of classic and historical motor racing. For those of you who have not been there the track is set among small farms on the rolling hills on the southern coast of Phillip Island virtually perched at the top of the cliffs facing Bass Strait. Surely it must rank among the most beautiful racing circuits anywhere in the world and after a very wet summer it was looking magnificent. The green grass contrasting with the track surface and the white runoff areas at each corner. Fans at this classic weekend have the choice of parking their vehicles almost anywhere around the circuit and enjoying the racing at the many corners or wandering through the pit area and simply gawking at all the fantastic machinery, talking with the drivers and



PHILLIP ISLAND CLASSIC BY MAX WILLIAMS

mechanics or watching the cars roar down the main straight from atop the pit area.

We chose to spend Friday wandering the pits and taking in the sights, sounds and smells of the classic machinery. The variation of cars was immense, from racing cars of the forties through F1 cars of the fifties and eighties to the more modern cars we know today. There are also sports and touring cars. The feature of this year's meeting was the Formula 5000 cars of the seventies and eighties, probably the biggest collection of these five litre racing cars ever gathered together for one meeting. Western Australia was well represented in all classes and in particular by our own Charlie Mitchell in the TS Special and John Rowe in his latest acquisition, the lovely little Cooper Climax. The Cooper had only arrived in Perth the week before and John, ably assisted by George Noble was keen to try it out. Plenty of Healeys were in attendance represented by Sprites, 100/4s, 100/6s and 3000s. The track action on Friday is generally qualifying for all classes of competition and regularity. The organisation and running of the meeting was first class with continuous action on and off the track. With some 580 entries the pit area is huge and it would take almost all day to wander around and look at all the cars. Which is, of course, what we did.

On Saturday and Sunday we spent half the time in the pits and the rest at various spectator points around the circuit watching the racing action. There is a large exhibition hall at the track which contained many classic road and racing cars over the weekend and also several Victorian car clubs had displays of



PHILLIP ISLAND CLASSIC BY MAX WILLIAMS

members vehicles. Both Charlie and John had a successful meeting with Charlie breaking his lap record and John quickly getting into the groove in his new car. Both of them had trouble free runs.

All too soon the weekend came to an end and it was time to head home. What a fantastic weekend we had and I would thoroughly recommend it to any motor racing or classic car tragic



A TALE OF TWO OLDSMOBILE'S BY MIKE SALINOVICH

The tale begins in Kalgoorlie Western Australia when in October of 1935, my father purchased a new Oldsmobile. The car was a 6 cylinder F35 sedan and maroon in colour; it had all the usual Oldsmobile features including leather seats & upholstery, wind-out quarter vent windows (front & rear), wood-grain finish on the dash, glovebox & window bezels and a sumptuous interior. From what I have been able to ascertain, the only options were a clock incorporated into the rear vision mirror, a pull-down blind on the rear window and a vanity mirror behind the LHS sunvisor.



Then in 1937, my father purchased another Oldsmobile, this time a new 6 cylinder F37 that was light tan in colour; he kept the 1935. The 1937 became the "town car" and the 1935 was then used as a work horse for collecting wood, prospecting and as a general runabout in and around the Kalgoorlie bush. As a consequence, the 1935 received rather harsh treatment with the back seats being removed to make way for wood & prospecting equipment and many of its miles were trekked over salt lakes, rocky outcrops and rough bush tracks.



A TALE OF TWO OLDSMOBILE'S BY MIKE SALINOVICH

When collecting wood, every available space in the interior of the car was filled with logs with no room for passengers; the kids were made to stand on the running boards and cling onto the centre pillar for the ride home – usually a trip of approximately 15 miles!

This arrangement continued until sometime in the mid 50's when my father, driving the 1937 Olds with a few too many red wines under his belt, managed to collide with a wooden light pole in the middle of the street. In those days, the electricity lines and street lights were supported on wooden poles installed in the centre of the road with no surrounding bollards or median strips; it was very easy therefore to come to grief with a pole. The car hit the pole on the RHS in line with the chassis rail; the impact tore off the RHS front guard, wheel, hub & bonnet cowl and twisted the chassis (to the extent that the rear LHS guard popped out of alignment). Fortunately, my father was not seriously hurt sustaining only some bruised ribs; he was thrown forward onto the steering wheel with such force that the top half of the wheel was bent forward to the horizontal position.

The 1937 Olds was essentially a write-off; it was towed home and put on blocks in the back yard where it remained for many years.

With the 37 written off, my father began using the 35 as both a "town car" and a "bush car". In order to make the maroon 35 appear as close as possible to the tan 37, my father visited the local hardware store and purchased a few gallons of light coloured house paint and brushes then instructed my elder brother & sister to "paint the car". What was left of the maroon paintwork was covered with layers of whitish house-paint complete with yellow swage lines as a finishing touch. The car was used in this form until 1962 when my father purchased a new XK falcon utility; at this point the 1935 Olds was also put on blocks and left in the back yard with the 37.

Many years passed and both the 35 and the 37 became storage places for all manner of junk, tools and discarded household items and for a time, served as cubby houses for the kids and kennels for the family pets. Fortunately, the cars remained relatively intact with only minor additional cosmetic damage being sustained such as broken windows and torn upholstery, etc. Over the years, my father had numerous approaches from people wanting to buy the 1935 but he always managed to resist the temptation to sell, convinced that it would be turned into a "hot-rod".

In the mid 1970's, a school friend of mine (Larry) located the wreck of another 1937 Oldsmobile in Kalgoorlie; he contemplated rodding it but finally decided on a complete restoration. By now my father had passed on and Larry requested the use of my father's wrecked 1937 as a source of parts for the restoration project. Larry acquired the complete wreck that had been languishing in the backyard since the 1950's and using both wrecks, produced the 1937 Oldsmobile you see in the photographs.

By this time I had moved to Perth and decided to commence a restoration project of my own – my father's 1935 Oldsmobile. My mother still occupied the family home in Kalgoorlie and in 1991, with the help of Larry, my brother and few mates, the 35 was loaded onto a truck and transported to my property in Perth. It is noteworthy that the 35 was driven onto the truck; with some air in the tyres, a battery, replacement engine oil, a quick clean of the plugs & points and with a can of petrol strapped to the roof with gravity feed to the carby, it fired up!

Since arriving in Perth, the 35 has been very much a part time project governed mainly by work commitments, family and parts availability. The car has been completely stripped down to every last nut & bolt (and in many cases; rivet). The disassembly process proved to be quite interesting; I found numerous bullets behind the glovebox lining and a box of detonators under the front seat; apparent leftovers from shooting and wood collecting expeditions. I also discovered several pre decimal currency coins at the bottom of the door cavities. To date the engine, gearbox and differential have been rebuilt, the floor pan and rear wheel arches replaced (completely rusted out from years on the Kalgoorlie salt lakes) and all woodwork has been replaced with the exception of the centre pillars.

The bonnet, doors, side cowls and grill surround were in surprisingly good condition, presumably protected by the thick layers of house paint. In fact, upon removing the paint from the side cowls using paint stripper, the manufacturers stamp is still visible on the bare steel. The front cross member on the chassis was severely rusted and cracked and work stalled for a time while I tried to locate another. By a complete stroke of luck I found another chassis in South Australia and since then the pace of restoration has started to pick up.

Fortunately, I have been able to locate / restore the majority of missing or damaged parts including the grille. The original grille has numerous cracks and all the usual damage around the crank handle entry point; it may be repairable but to date I have yet to find somebody with the confidence to weld die-cast metal. Some years ago I managed to source a reproduction cast aluminum grille but recently relocated a brand new original grille in the USA complete with the crank-hole insert. While many components were well worn, I have tried to refurbish rather than replace in order to maintain originality. When sorting through the boxes of miscellaneous parts in my father's shed in Kalgoorlie, I located the original set of keys for the ignition, glovebox and rear trunk, complete with the original

A TALE OF TWO OLDSMOBILE'S BY MIKE SALINOVICH

Pictures of 1935



A TALE OF TWO OLDSMOBILE'S BY MIKE SALINOVICH

Pictures of 1937



A TALE OF TWO OLDSMOBILE'S BY MIKE SALINOVICH

jack and crank handle plus what appears to be the original toolbox. I have also managed to locate an original heater for the car.

At the moment, I am going through the process of a "mock" assembly to ensure that everything fits as it should, following which, the car will be completely dismantled in readiness for final painting, assembly and trimming.

Now, back to the 1937; upon completion of the restoration, the car became a familiar sight in Kalgoorlie; often being used for weddings etc. Some years back Larry moved to Esperance and took the 37 with him and I would, from time to time enquire if he would sell it to me. My continued enquiries finally paid off when in July 2005, Larry agreed to sell and I became the new proud owner of the 1937. Cosmetically, the car is relatively unchanged from its restoration state but since purchasing the vehicle, I have rebuilt the engine. What started out as a minor task to fix a sticking exhaust valve on No. 6 cylinder turned into a major engine rebuild; the block has been descaled & bored to +20 thou, the crank ground -10 thou and the head & manifold faced. Most of the internals have been replaced including pistons, rings, gudgeon pins, main bearings, rod bearings, camshaft bearings, valves, valve springs, valve guides, timing gear, timing chain and oil pump gears. The carburetor and water pump were reconditioned, the radiator flushed and new engine mounts fitted front & rear. New bearings and bushes were also put through the steering box and gearbox together with new brake shoes, wheel cylinders and tie rod ends. In addition, stainless steel sleeves were pressed into the head to keep water off the head bolts. As part of the engine rebuild, the entire front clip was removed from the vehicle and everything forward of the firewall was refurbished including the engine bay. I have also installed a genuine clock, valve radio and fog lamps.

While the 1935 & 1937 models appear similar, they have some significant differences:

- The 35 has a partial metal roof with a leather insert whereas the 37 roof is all metal
- The 35 body is essentially a wooden frame with a metal skin moulded around it while the 37 is all metal construction

The 37 chassis is substantially stronger and more rigid than the 35

There are also differences between the Australian (Holden Body) and American (Fisher Body) models:

- The American 35 has a full metal roof and a large trunk lid similar to the 37. The Australian 35 has a small trunk lid with a full width door underneath to provide access to the spare wheel compartment.

The American 37 has square rear windows whereas the Australian model has rounded edges on the extreme RH & LH sides. The rear door pillar on the American 37 is straight up & down while the pillar on the Australian model slopes forward from the bottom edge of the window up to the roof line. The American model also has the tail lights located immediately behind the stainless steel trim on the rear quarter panel whereas the Australian model has them located further to the rear of the vehicle. The design of the front & rear bumpers is also different.

The 1937 is now back on the road and in regular use. The 1935 is probably some years away from being complete but it will get there; the intention is to restore it to original condition & colour scheme (using something other than house paint!). When my father purchased the 1935 Olds, my mother was in hospital giving birth to my eldest sister; dad drove my mum and newborn sister home in luxury.

Both cars represent a significant and unique family heritage; the 1935 was purchased new by my father and has been in the family ever since (a genuine one-owner vehicle) and the 1937 was substantially reconstructed using the wreck of my father's car. Unfortunately, neither my father nor mother has survived to witness restoration of the 1935 but the car is steeped in family history and will hopefully become an heirloom to be passed down through generations of the clan.



Cockburn central to Dwellingup run by Dragan Simic & Nicole Loseby

The weather could have not have been more perfect for the Dwellingup – Newbliss Winery run. Meeting at the Coburn checkpoint, all was abuzz as usual with enthusiasts showing interest and low groaning “awws”. 6 sparkling Cobras arrived for the run. The first leg began up Armadale, Nicholson and Thomas roads. The views of the ranges, delightful green properties and cows pasturing in the paddocks was infectious and enough to discuss planning a hobby farm goal for retirement. The leg stretch took place halfway across North Dandalup at the BP garage.



Up through the hills of Mundijong was met with the fresh smell of eucalyptus heating up after the rain - invigorating as we tore around the winding forest roads. Dragan and Jean had been detailed in their efforts to co-ordinate the mapping, roads and destination with a dummy run



The mishap absolutely made their day so everyone was delighted.

RARE SIGHT – COBRAS on GRAVEL

weeks earlier but no-one could not predict the short road-works leg halfway up the hills to Dwellingup. Luckily they had just watered down the track.

Arriving in the town of Dwellingup was met by much enthusiasm by other clubs and locals. A miscalculation on Dragan's speedometer led to an amusing detour where we were confronted by two Dwellingup pot smoking, moonshine drinking yokels (typo – I meant locals).

800 metres of gravel led to an initial grumble or two by some members with a threat of walking from the highway. But no-one followed through and all joined the troop at a slow pace. Perfect for photo time!

We arrived next door at the Newbliss winery bang on lunch-time – a small family run cafe winery with many wines to choose from and friendly staff provided a reasonable range of yummy home cooked treats. Menu prices averaged at \$16 per meal. This was a lovely spot with views to the Estuary in Mandurah.



Whilst Newbliss winery buildings and grapes were spared from the Dwellingup fires in Feb 2007, business in the area had become challenged shortly after “because visitors were too scared to return” (say the owners). Nonetheless their large wooden sign had burnt down in the fires and we suspect this is why Dragan faced challenges with locating the entrance.



Al Dewar and his mate leaving early. We had strong suspicions that they made their way back to the neighbors for some additional socialising

We weren't sure if this was mud or blood splatterings from the fantasy chainsaw massacre the boys had created in their

1969 Pontiac GTO Judge



Here comes the Judge; here comes the Judge. In 1969 the Rowan and Martin show was a hit. The show also helped Pontiac have a "hit" too! That "hit" was the Pontiac GTO Judge. Pontiac advertisements used those same words that were made famous on the Rowan and Martin comedy hour; Here comes the Judge.

The GTO Judge was originally meant to be a lower cost GTO that was stripped of some accessories. During the vehicles development, minds changed and the decision was made to make it the ultimate street machine. The Judge ended with a \$300 higher price-tag than the basic GTO.

Pontiac put the best into the Judge. It came stock with the Ram Air III engine, a Hurst specially made shifter with a "T" handle, beautifully styled rims and wider tires. They also put decals on the automobile and it had a rear spoiler. The spoiler did nothing for performance unless you were traveling at very high speeds, but it sure made the car look sharp.

Pontiac released the GTO Judge in just "Carousel Red" at first but late in 1969 other colors became available.