



VOLUME 36

SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

JANUARY 2013

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2012
Christmas
Party

RAC
Tuning
Day



Barbagallo
Track
Day

PRESIDENTS REPORT BY DAVE KENT

G'Day Cobra nuts

Welcome to year 2013. I hope you all had a happy and safe break and are primed up for another year of going topless in public. (the car not you, you deviates)

A big thank you to Ron & Nola McNally for the fantastic job they did in organising the annual Cobra Club Christmas function at Dawesville. Everybody I spoke to thoroughly enjoyed their day (and evening for some) and I saw many a full stomach thanks to the efforts of our caterers who made sure none of us went hungry with some fantastic Christmas fare.

Don't forget it won't be long and the Annual Show & Shine at Whiteman Park will be upon us so start making your plans now so you don't get caught out. For those that would like to leave their cars out there on the Saturday night there will people on hand to look after you baby, lead of course by "Sherriff Miles Wood"

I didn't get much work done on the Mustang over the break as she who must be obeyed had me doing fencing and gardening so little time was left, however the 260 "Boss" and its friend Mr Tremec are now secured in the hole and places are being found for the numerous ancillaries which must go with it.

So as this is a quiet time for club affairs we will sign off and hope to see you on the road when next we make, hopefully, a long snake of "snakes"

Cheers

Dave Kent



OFFICE BEARERS FOR 2012

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CCCWA 2012 / 2013 Club Calendar

Updated 19/08/12	Club Runs		Event	Depart / Start Time	Information	Organiser
	Day	Date				
September	Wed	26	Veteran Car Club (BBQ)	6:30 PM	BBQ and September General Meeting	Club
October	Sun	14	Tony Pernechelle Museum	9.00 AM	Depart Caltex Midland for Hills run to Tony's	Dave Kent
October		0	Go Karts Wanneroo	TBA	Club Kart Champion	Troy Kent
October	Wed	24	Veteran Car Club (BBQ)	6:30 PM	BBQ and October General Meeting	Club
November	Sat & Sun	21	Dunsborough Overnight Run	8:00 AM	Depart Ye Olde Narrogin Inne, progressive pickup from Pinjarra	Jessie Kent
November	Wed	14	Whoop Ass Wednesday		Motorplex	Alan Dewar
November	Wed	28	Veteran Car Club	6:30 PM	November General Meeting then Hamburger Hill Run via tunnel	Club
December	Sat	1	Christmas Function		Ron & Nola's Dawsville Resort	Ron McNally
December	Sat	8	Twilight Run	TBA	Depart Mandurah Buntings - Progressive Pickup to TBA	
January	Sun	13	Beach Breakfast Run	7:00 AM	Depart Ye Olde Narrogin Inne	
January	Wed	23	Veteran Car Club (BBQ)	6:30 PM	BBQ and January General Meeting	Club
February	Wed	6	Committee Meeting	TBA	TBA	
February	Sat	9	Valentines Run	5:30 PM	Depart Kings Park to Kent Balirama	Jessie Kent
February	Wed	27	Dick and Leone Hogen-Esch	6:30 PM	Departing Hungry Jacks Baldivis - depart 7:00PM.	Ron McNally
February		0	Whoop Ass Wednesday		Motorplex	Alan Dewar
March	Sun	10	Harry's Fish and Chip Run	5:00 PM	Progressive Freeway Pickup from Mindare South for Fish & Chips	Harry McClymans
March		0	Classic Car Show	8:00 AM	CCCWA Show and Shine - Whiteman Park	Ron McNally/Dave Kent
March	Wed	27	Club Meeting	6:30 PM	BBQ and March General Meeting @ South Perth Foreshore	Club

TRACK DAY BY ONEBADHOG PHOTOS BY KATRINA

As the sun came up over the horizon, Sunday morning, a collective sigh was heard throughout Western Australia. No rain for the boyz from the Cobra club meant a great day ahead at Barbagallo raceway for the All Fours and Rotaries Car Club annual track day.

A full day at Barbagallo, with both the long and short course open during the many sessions loomed large for all concerned. As Kane Pickard and I rolled up to the track, our place in the pits at "Team Cobra" had been reserved by the early birds, Fast Al Dewar, Dizzy Dave Walton, Tech support master Ricky Virago, , Kevin Wolfe, John Wood, the dirt master and Katrina The photo queen and a cameo by big John!



Drivers briefing brought a slight drizzle, but quickly passed by. Time to hit the track!

Onebadhog was first to get caught out at turn one, first flying lap by cold tires, cold brakes, full fuel load and a bloody bump on corner entry. Around he went with grace, poise and experience staying in the middle of the track, but facing the wrong way. Next up was Dave Walton, forever now to be know as "Dizzy" for the first of his 3 spins. He now knows the relative limits of his new Cobra!!!!



TRACK DAY BY ONEBADHOG PHOTOS BY KATRINA



Fast AI had a fat time, carefully lining up on the grid in a very strategic manner to exploit his new balanced crank, balanced rods, racing pistons, racing heads and a tank full of BBQ fuel! And fast he was all day. Sticky tires, big brakes and some large balls saw him quickest on the day into and exiting the corners. Still needs some work on straight line speed, but says he is done working on his engine. Only time will tell.



Kevin had a ball with his new backdraft, looking the goods, cutting some very fine apexes and hitting his braking points perfect. As with all of us, the braking points moved closer to the apex as the day went on!

Tech master Ricky helps tune fuel pressure for onebadhog, shows the beautiful Daytona to the endless line of admirers, and assists all when a technical question comes up. Thank you Ricky from all of us for your knowledge and expertise!! It was and is greatly appreciated.

Opps, Dave goes around again, no harm, just a big face splitting smile and a laugh from the missus who enjoys seeing her man have so much fun!

TRACK DAY BY ONEBADHOG PHOTOS BY KATRINA



Kane Pickard hits the dirt, so he does not feel left out.

Lunch is on and it's hard to eat a snag with a big sh*t eating grin on your dial and laughing your arse off at the stories! After lunch is was onto the short course for a session. While this was announced at the drivers briefing, twice, and a sign was at pit exit reminding all that we were running the short course, it seems some got overcome with adrenalin, testosterone and their competitive nature. Miles got to the top of the hill, hard on the noise, saw the cones cutting off the downhill section to Kolb corner, says "Oh Poo" hits the brakes gently in a gentlemanly manner and slows through the witches hats to turn around and get back onto the proper racing line.



Whoaaaa here come fast AI up the hill, full noise with eyes only on the tacho and license plate in front that reads "onebadhog" trying to make the writing bigger!!!!!!!!!!!!!! Nope, cant see any cones when looking at the tacho and license plate so he goes wizzing past the cones, and onebadhog saying "shit" also.....back on track for both, down the hill into the last corner and laughing all the way down the front straight!!



We all get a break shortly after when john Wood in his cobra DRB goes straight off into turn one plowing a mighty furrow with his front spoiler....seems left foot braking and right foot gas got confused while downshifting...so the story goes.

A cameo by Neil Atwell is a pleasant surprise and he brings the sunshine along with him.

TRACK DAY BY ONEBADHOG PHOTOS BY KATRINA

With all running low on fuel, Kevin gave his jerry can to that thirsty beast Miles, and we all decide to call it a day. Except for Kane hits the track for one last fang while the rest of us pack up for a grinning drive home.

A great day by all, with limits meet and exceeded, brakes tested, tires heated up and smiles breaking many faces.

it was also interesting to see some VERY quick evo's and Nissans passing us all...Ahh, modern technology is quick, but just does not sound or look the same.

It was a fantastic day of driving our passion, having a laugh at each others expense and just enjoying the brain child of one Carrol Shelby!!!

Hope to see more club members out next year for a great day of driving miss daisy!!!!!!!!!!!!!!!!!!!!!!



GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY



Pic 1

The Christmas and New Year holidays had always been a time I had hoped to make up for lost time and get a large part of the final build of the Gardner Douglas completed.

Unfortunately, even though I took a full two weeks off work, the needs of my wife and friends took quite a toll on the available 'garage hours'. Also a good old heatwave, an East facing garage frontage that resulted in temperatures up to 50 degrees when I went in at 9-9:30 in the morning. Even with the fans blowing it could only be reduced to 40+ ; definitely not conducive to high levels of productivity.

I should also probably add that for the first time I have seriously started to feel my age. Getting up from my bed in the morning, having spent the best part of the previous day in, on or under the car revealed and ever growing list of aches and pains that progressively worsened with each passing day.

All of the above is my growing lists of excuses as to why progress of the GD has gone significantly slower than I had intended. My original plan was to have everything done and in a position for engineering and rego in time to drive the car to Whiteman Park in march. That position is looking very shaky at this time.

Anyway, at the end of the last report the body had been returned from the spray shop and was being prepped in readiness for the final mating of the chassis and monocoque (Fig 1). I also took some time to complete the final assembly of the doors. This required the fitting of the door hinge plates - the intrusion bars, the release handles/mechanism and the bear claw 2 stage locks (Fig2). The chassis was completed as far as possible and the engine bay dressed out with water/hydraulics, power cables, engine management looms and various other life support systems in readiness for its being dropped over the chassis.



Pic 2



Pic 3

GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

So a couple of days after Christmas and with the help of six mates the body was finally lifted from its blocks and carried over to the chassis where it was lifted clear of the chassis and engine, carefully lined up and dropped into position (hopefully) for the last time. After all the work and planning the exercise took all of 30 seconds and was a complete anti-climax....

The impressive part was how accurately the body/chassis aligned. Once lifted into place and resting on the chassis (within apx 3-4 mm of its final position) the body is very slightly raised up on trolley jacks positioned under each seat position. This allows the whole monocoque to be pushed forward until it butts up against the rear engine bay mountings. At this point the jacks are lowered and the body allowed to slide down onto the chassis supports.. This process positioned the body within a fraction of a millimetre of its previous fitting and allowed all 14 bolts that secure the body/chassis together to be run in by hand before final tightening. (Fig 4,5 & 6)

Next job was to fit the front and rear dash frame bars. Install the bottom plates and decide where and how the wiper system, heater duct(s), computer looms, dash wiring etc etc are going to be installed. (Fig 7)

The pedal box was put into its final position and with the driver seat (temporarily) in position it was possible to get some flavour around what the driving experience of the GD was going to be. The two things that become immediately apparent are 1) just how much leg room in both length and width there is in the foot wells and 2) that you a great feeling of being sat well down and 'inside' the GD rather than some alternatives I have tried in Europe where you feel as if you are sitting 'on top of the car' and rather exposed.



Pic 4



Pic 5



Pic 6

GARDNER DOUGLAS MK4 COBRA - BY PETER



Pic 7

The next week was spent running looms, installing the huge air filter system, making electrical connections, connecting the coolant system and power system to the point that the front end of the car is now finished. Both the near and offside wheel arch pods containing the heater system and battery (nearside) and clutch and brake master cylinders (offside) and completed and boxed in. I also managed to get the bonnet and boot lids in place and gapped along with completing the exhaust system and fog/reversing lights.

All in all I am very pleased with the finished engine bay. (Fig 8 & 9)

At the moment the car is still sat on dollies but hopefully by next week it will off them and onto its wheels for the final time. (Fig 10)

- The final jobs for the next couple of weeks Connect the front to rear loom multiplugs and dress/clip the loom into place through the passenger tub.
- Re-hang the doors
- Fit the fuel tank and filler connection - hook up the carbon box !
- Complete the boot wiring
- Fit the handbrake and connect to the brake cable
- Bleed and brakes
- Fit and connect up the steering column and shafts
- Screw the dash into place [temporary for Engineering and rego]
- Fit carpets and trim

Easy.....except that every little job takes ten times longer than I plan for and [oh yes!] I forgot - having managed to get a plug and socket wiring assembly completely out of sync' I stuffed two connector pins in my attempts to get them out of the plug for repositioning.. I have to order new ones from the UK and wait the 10/14 days it takes for items to arrive...



Pic 8



Pic 9

GARDNER DOUGLAS MK4 COBRA - BY PETER

So rather than writing about the first shakedown run in the next edition of Snakeskin I suspect I will still be reporting of the final fit out.



Pic 10

A snippet from the HOG

My wife left a note on the fridge.....
"It's not working!! I can't take it anymore, I've gone to stay at my mum's!"
I opened the fridge, the light came on and the beer was cold.....
I don't know what she was on about!?!?



Ross came out to play at the RAC tuning day

RAC TUNING DAY BY RICKY PHOTOS BY KATRINA

The RAC Tuning Day was held on Thursday 22nd November 2012

Well the day turned out to be an absolute ripper. Despite the forecast for stormy weather, the day dawned a bright and sunny 32 degrees. Warm but not extreme.

All attendees managed to turn up on time and register with little drama and the cars on the day consisted of eight Cobras, one Honda S2000, one Daytona, a Masserati and an early BMW.

Once registered, all drivers were required to sit through a safety briefing which thankfully, was quite brief and to the point. This was followed by a sighting lap whereby all cars played follow the leader with Murray (the Facilitator) leading the way as a passenger in one of the Cobra's to give everyone a general idea of the correct lines around the circuit. Passengers were allowed to ride on this lap and many took the opportunity to do so. Al Dewar somehow managed to coax the very pretty Charmaine (From the RAC) into his car and gave her a bit of a spirited lap. She was unable to get the smile of her dial for the rest of the day.



RAC TUNING DAY

BY RICKY PHOTOS BY KATRINA



The laps were run with four cars on track at a time with around 15-20 second intervals between cars. This gave everyone a good chance to safely push themselves and their car without tripping over the next person. There was plenty of pushing too with a certain Cobra going off twice (Must be out of practice hey Peter!) Ricky managed to spin his Daytona at the exit of the chicane giving the grass a bit of a trim while he was at it. Andrew came in from a few laps with an alternator light glaring at him which was the result of a thrown drive belt.



Aside from a lack of charge and cooling, all was OK and he managed to limp home at the end of the day.

The biggest surprise came from the product of one of the worlds most reliable car manufacturers. No, the Masserati didn't die, the ever reliable never say die Honda did. On the last laps of the day the bright red S2000 rolled to a very quiet halt in the middle of the circuit with no life in it whatsoever. Rob, next time you really do have to bring the Cobra.



RAC TUNING DAY BY RICKY PHOTOS BY KATRINA



RAC TUNING DAY BY RICKY PHOTOS BY KATRINA

Pretty soon though the competitive spirit came out and Al threw the gauntlet down to see who could be quickest before the brake point into the chicane. Those that thought they were fast faded away when quietly and discretely Dave hit the recall button on his speedo and it said, 170ish. That was the end of that!

Overall the afternoon appeared to be a resounding success. Everyone had a great time and importantly, no real damage was done to machinery or people.

I received some feedback from Charmaine at the RAC the following day to let me know how much she enjoyed both having the CCCWA at their circuit and to pass on thanks again to Al for the ride. She also mentioned how impressed Murray and the RAC crew were with the behavior of the attendees and the way we conducted ourselves on and off track. So Hats off to all attendees.

A special thanks has to go to Katrina Walton for taking up official photographer duties once again. For those of you with internet access some of her work can be found on youtube (<http://www.youtube.com/watch?v=wdLx7IPQ1MA>)

I have mentioned to the RAC that we would like to have another event out there next year with up to 16 cars spending track time and have proposed / made a tentative booking for the 21st November 2013. Those of you that want to come out and play need to pencil that one in to your calendars.



2012 CHRISTMAS PARTY PHOTOS BY HARRY AND ADELE



The Christmas lunch for 2012 was held at the home of Ron and Nola McNally in Dawesville.

A convoy of cobras and tin tops led by Harry Mac travelled down the freeway from the Mt Henry Tavern arriving at Dawesville around 12:30.

Lunch was a lavish affair provided by caterers that had been organized by Ron. Tony provided the cocktail machine that was enjoyed by most.



2012 CHRISTMAS PARTY PHOTOS BY HARRY AND ADELE



2012 CHRISTMAS PARTY PHOTOS BY HARRY AND ADELE



Photo left is Ron collecting an old birds nest for Natarsha to take to school for "Show and Tell". Father Christmas was otherwise engaged this year, one of his willing helpers stepped in and saved the day.



FOR SALE



Four rear shocks for Cobra with Jag rear end. Shocks are Boags with Kings Springs. They have travelled no further than 200 kms.

New cost \$754, Sell for \$500 (set of 4) ONO

Contact Eddie or Tony 0400 599 168



Light set. 4 amber single filament, 2 red dual filament. \$150 (set of 6) ONO Side repeaters \$24 (pair) ONO Contact Eddie 0400 599 168



Ricky Viragos first build. The car was seen recently for sale. It now has Busselton license plates.

CCCWA Supporting Companies



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