



SNAKESKIN

Cobra Car Club of WA Newsletter

2006 Edition

Volume 18

**INSIDE THIS ISSUE
TOODYAY RUN, WANDERING BROOK
MOTHERS DAY RUN**

Wandering

Brook Estate

Wandering Brook is getting back on track
To the good old days.

Presenting

“Hey Hey It’s PJ.”

(Peter Anderson _ Ex Troupodores)

On

Saturday 22nd April

Up Coming Events

June 11th York run Meet at McDonalds Forrestfield 8.30am

June 28th Club Meeting at Veteran Car Club 7.30pm

July 8th & 9th Donnelly River meet at Ye Old Narroginne Inne 8.00am

July 19th Go Karts Belmont

July 26th
AGM
Veteran Car Club
7.00pm

Toodyay Run

We met at McDonalds Forrestfield and I was very happy to see so many Cobras there Keith Ennis & Graham Dowsett, Brian Plank & Harry Mac, Malcolm & Jenny Hawke, Rob Keene & Tony Forder, Ron & Nola McNally, Tony & Pat Varis, Dave Manson, Paul, Brad Tomlinson & Friend, Ron Meechin, and yes Dave and I in the little blue Mini and did we cop it from Ron McNally because we were not in the cobra. But what can I do as Dave spends so much time away working. If I knew how to fix the car myself I would as I am having withdrawals. It has been nearly 12 months since I have been for a drive in our cobra. Anyway after a good chat it was time to start our engines and off we went with the sun shining. We were traveling along fine until we came up to an oversize load convoy with police and every thing. We were told to get off the road as they needed all of the road and they were not wrong. My god they were big so Harry being Harry leapt out of the car to take a photo, as you do when you see something like this, after which we were told we could go on our way. The run was all go from there. On the way we had a few pit stops for those that needed them and also to regroup and make sure we had not lost anyone. The roads that Ron had picked were very good so we could let the cars have a good blast. Dave had a ball in the Mini and I must say it is a good car for the open roads. This was the first time we have been able to see what it is like and I must say it's fun. When we rocked up at Toodyay we pulled into the Coca Cola Café for a nice breakfast. For those that know the Coca Cola café it's always pumping so they had to move to a bigger place. They are always getting the bike clubs and car clubs coming to town. It is a wonderful place to go as the atmosphere is great and they also have their Coca Cola collection to look at. It is just a nice place to go and have a good breakfast and a chat, so if you have not been there then maybe you could come on the next run up there with the club and see what we are talking about. Ladies it is not just about the boys going out for a run in the car it's about getting in a nice car and viewing the nice scenery and the birds, etc and having a nice breakfast somewhere different and a chat. That is what these runs are all about so come on get your hair up like they used to in the good old days and get the wind in your face and have some fun. Then all too soon it was time to set off home so with full bellies and a feeling that we have just done something for ourself after a hard week at work we set off on the trek home via the Chittering Valley.

Wandering Brook Overnighter

Ok Ron once again we were in our Mini. Ron & Nola McNally and Dick Hoges meet Dave & I with Harry Mac dragging his heels in Dwellingup for breakfast. We were going to have breakfast at the Mill House Café but they were closed so we ended up at the Dwellingup café. As Harry had not turned when orders were being placed we took the liberty of ordering his breakfast for him. “The big breakfast” being the obvious choice for a scrawny lad like him. Breaky arrived and it was not too bad either and it went down a treat. After breakfast we let Harry acquaint himself with some more nicotine and then off we went to Wandering. We made good time as we got there around 10.30am so we worked out the sleeping arrangements and then sat down for a nice coffee. Thanks Harry it was very nice. We sat and chatted for a bit and then Harry decided he was going down to the pub for some beer. When he returned Dick and Harry felt it only right to consume few of the ales before lunch after which we made the trek up the big slippery hill that Harry had problems with last year and we all know that it was the little stones that made Harry slip and slide all over the place last year not the wine or the port. On the way up the hill we met Graham Dowsett and his wonderful wife Joy who offered to give us a lift in the back of his ute. but we thought the local sheep might get jealous so they meet us at the restaurant. When we walked in we found our hosts Laurie behind the bar and Margaret in the kitchen as usual. We were seated at our table and we got a couple of bottles of that nice Wandering Brook wine and that is when the fun began. Wandering Brook presented “Hey Hey it’s P J” also known as Peter Anderson formally of the Troupadores. I would have to say those of you that did not come you missed on one hell of a good time. Lunch was served at 12.30pm starting with soup followed by a roast with veges and salad and then a nice dessert. Well done Margaret and staff for a very nice meal. As for PJ what can I say he was great and over a period of about five hours he did all of the good old songs that we all grew up on. Not only did he sing them but he had them down to pat like Elvis with the wig and the gold jacket and the thank you very much, and when he did Bob Marley man it was with the long dreadlocks and the tea cossy on the head. He sounded just like him as well. He also did Peter Garrett from Midnight Oil and had all the hand movements spot on help by his shaved head. During intervals he went outside to have a smoke and we all had a chance to chat with him and his lovely wife. We found them very nice people they were full of life and fun so it was nice just to talk to them. Harry asked PJ if he could do a Roy Orbison song for him and PJ said not a problem mate. One of the ladies from a table next to ours asked which one of us was driving

as she had lost count of how many bottles of wine we had consumed and she was worried. However when we advised her we only had to stagger to the chalets she was happy but still asked how many bottles we had had. Unfortunately for some unknown reason we couldn't recall so we said we were not counting we were just having a good time. Nola and I got Harry up on the dance floor for a few dance's with Gram's wife even getting up a couple of times. After a long, long, long lunch we all set off to the chalet where we put on some music and had some more of the local product interspersed with a couple from Dick's cellar. We all sat around chatting until got a bit peckish at which time we cooked up a few steak burgers and got stuck into them. As the night wore on it got a touch cold so we went moved inside decided to have a drink of coffee only to find we had no coffee so I said I would walk up to the main house and get some. Harry said he would walk up there with me so out into the darkness we strode. Do you know how dark it is out there with no street lights. Walking up that hill in the dark on those slippery with one or twelve reds already ticked off we were slipping and sliding all over the place and Harry said "Jess this is madness we won't make it. We'll end up breaking our necks and no one will miss us till daylight so we had better go back and get the car." Well I must say that was easier than ending up in a ditch with Harry MacStaggers. Harry said we would never had made it on foot but I must say I wasn't really sure about his skills in the car at first. Anyway we made it back to the chalet and Harry made us all a very nice coffee. After the coffee we all decided it was bed time so we all headed in our relevant directions. The next morning Harry was the first to rise followed by myself and Nola, Ron and Dave, Dick was still asleep in the lounge. When he rolled and said what time is it guys we replied 7.30am and with that Dick said come on guys it's Sunday morning don't you know how to sleep in. in unison we said come on it's time for breakfast. By this time Dave and Ron were already cooking breakfast on the bbq and it smelt good to. We were treated to bacon, tomatoes, mushrooms, eggs and chipolatas. After breakfast we cleaned up and Ron, Nola and Dick bid us farewell and headed off towards Mandurah. Dave, Harry and I went up to the winery so that I could buy some more wine (no to take home not for breakfast). We thanked Margaret and Laurie once again for their hospitality and set off home. All I can say is "same time next year."

Now One for the Horsepower Lovers a 12.9L Cobra

Motoring Channel Staff -
24/Feb/2006



Weineck Cobra 780CUI Limited Edition



With 1760Nm of torque, this car will accelerate from 0-200km/h in less than 5.0 seconds. Wow



Note the twin air filters that adorn the engine

Now this is something for the horsepower heroes out there: an AC Cobra replica assembled in Germany that features a 780 cubic inch V8. That's a truly huge engine, and the Weineck Cobra 780CUI Limited Edition is no slouch - the powerful car is powered by a naturally aspirated V8 engine with the highest power output and torque of all road-legal cars".



In the metric scale, the engine measures 12.9-litres, or more than twice the size of the latest Holden Commodore 6.0-litre V8, and features internals that have been precision machined to Formula 1 standards.

Air scoops can be seen on many vehicles to show off, but here it is a technical necessity since this air scoop and the engine bonnet make room for the huge engine that Weineck says will slurp half a litre of fuel just by depressing the accelerator momentarily as the high-performance carburetor system feeds the engine.

The German tuning company has not released 0-100km/h performance numbers because apparently they are not relevant. Instead, the Weineck Cobra 780CUI will rocket from 0-200km/h in 4.9 seconds, and does the 0-300km/h dash in 10 seconds flat.

The 12.9-litre V8 engine can rev to 8000rpm, developing peak power of 809kW or 1100hp @ 7000rpm, which would be enough energy to power a small village in Iceland.

Torque levels for the old-school engine are even more stunning - 1760Nm @ 5600rpm.

Weineck says that the world's most powerful, strongest and quickest accelerating road-legal car is also equipped with a number of modern driving aids, such as ASR, ESP, ABS and so on. The company claims that even half-way up its rev range - to 4000rpm - the Weineck Cobra accelerates faster than any other super car when fully driven, and that the accelerator pedal always has to be operated very gently and with respect.

Words cannot describe what will happen if you want to experience the full potential of this ULTIMATE driving machine," says Weineck. "There is just no comparison with anything ever built to be used on the road!!!"

"What happens above 5000rpm is too much for human vocabulary. It's more like Sol 5 on Starship Enterprise! You feel like being in a time machine with corners approaching so fast that you just won't believe it. From now on, your brain and body have to work at maximum speed. Otherwise it is better not to enter this world..." Dire warning indeed, but this is a truly insane vehicle.

The Weineck Cobra 780CUI Limited Edition is being built using a MIG welded, self-supporting tubular frame (diameter 4-inches) to absorb the incredibly high torsion forces created by the engine, and carbon composite materials are also used to reinforce the body for maximum rigidity.

Made from aluminium and titanium, the suspension system includes a continuously variable coil spring system in conjunction with a specially engineered high-performance brake system (based on Brembo components) with internally ventilated, punched brake discs (front and rear axle) for the highest levels of active safety.

On the front axle, the Weineck Cobra 780CUI Limited Edition is equipped with special Weineck 3-piece 18-inch wheels and intermediate tyres of the dimension 255/40 ZR18. On the rear axle, tyres of the size 315/35 ZR18 are fitted to 18-inch rims.

Power is transferred to the rear axle via a 4-speed extra high-performance gearbox, while the driveshafts and rear axle (equipped with a 75% limited slip differential) are designed for more than 2000Nm of torque.

The interior of the Weineck Cobra 780 cui Limited Edition will be designed individually to meet any customer's wishes. Normally, the finest British leather is being used for the upholstery of the seats, but custom options are offered nonetheless. All colours, pipings and sewings can be individually chosen and the rest of the passenger compartment is finished by using velour carpets.

For the dashboard, classic Smith instruments are being used and in case of rain, the car is equipped with a soft top to protect both the driver and the interior and if requested, a fixed hardtop is also available.

Each unit of the Weineck Cobra 780 cui Limited Edition is a unique masterpiece of German Engineering. All products used to build a Weineck

Cobra 780CUI Limited Edition are engineered and produced by Weineck in Bad Gandersheim, Germany. With a weight-to-power ratio of 0.9Kg/hp, 12.9-litres of engine capacity, 1100hp and 1760Nm of torque, this is quite possibly the ultimate driving machine, a vehicle with the kind of acceleration that would make Enzo Ferrari gasp.

Weineck will build just 15 units worldwide, which will also make it one of the rarest super cars on the planet.

Thanks to Tony Forder for passing this on so everybody got the chance to drool!!!!!!!!!! (Ed)

Mothers Day Run

What a turn up we had at Deep Water Point for our almost Mothers Day Run. 10 Cobras glistened in the fabulous May sunshine and before I hear any smart comments Dave and I turned up in our *Cobra*. It is finally back on the road so this was to be its maiden voyage. Believe it or not it has been off the road since the long weekend in June last year, and as it was the mothers day run I said to Dave all I that I wanted was to go for a run in the Cobra. Let me tell you no one could wipe the smile of my face all weekend. Ron can now get off our case so watch out all you gunnas Ron is bound to be looking for a new target. On the run we had Ron and Nola, George and Anne Relf, Chris and Karen Reed, Paul and Leanne, Murray Neindorf and Mike Warren, Tony and Pat Varis, Roy James, Allan and Ronnie, Dave and myself. Harry Mac had his personal Chauffer Colleen and grandson Mitchell assisting him in the Merc. We headed off through the suburbs towards "Roley's on the Ridge" up in beautiful Roleystone. We had just taken off when Murray's car decided it had an urge to empty the contents of its radiator all over the road so he and Mike headed back home to collect a more serviceable chariot. The remainder of the cruisers carried on up to Roleystone and were greeted by the smiling staff who were all ready for us. I should point out that the restaurant does not normally do Saturday breakfasts so we must extend a big vote of thanks to our hard working Secretary/Club Captain for negotiating a deal with the management for a private function. After sitting down to a nice coffee/tea and a chat on arrival we got stuck into a superb breakfast of bacon and eggs. Keith Ennis joined us after his solo jaunt through the hills followed closely by Murray and Mike in the back up car (the mighty lime green Falcon GT). We all enjoyed the atmosphere and those lovely valley views that Roley's is well known for. After we had all downed another coffee we said our goodbyes to those who were heading off and the remainder of us took a journey past Canning Dam then on to Wungong Dam returning to Armadale and some very enthusiastic admirers who chatted with the group for some time at Ye Olde Narrogin Inn before we all went our own ways.



FOR SALE

Two Windsor Chrome rocker covers with
“Powered by Ford” inscribed on them. \$20.00
For further information please contact Ron
Meechin on 08 9279 1564.

1994 Ford Fairlane Ghia Burgundy
Very good condition low km
\$7,500.00 ono
Contact Jessie Kent on 08 9497 9479

*If you have anything for sale
or a special occasion
Let me know by dropping me an
email and I will put it in the mag.*

A Thought from the Editor

The Snakeskin magazine is a medium that allows all our members to feel they are involved with the club and allows them to stay in touch with what we do as a club and what is coming up. Sometimes it's very hard to fill 14 to 16 pages if not much has happened. If as an editor things are a bit light on we look at jokes and things that may have happened to ourselves in the past. . Our job to come up with things to keep entertained so when you get home from a meeting or receive in the mail you can hopefully enjoy what you are reading about. If you believe the content is lacking or not appropriate perhaps criticism would be less productive than getting off your bum and providing items for the magazine. It doesn't take long just send an email if we don't use it in the next magazine then we might use it in the following one. As a club if it is related to our members or our common interest in Cobras then it would be good for the magazine. If you think that you have the talents to take on the editors role then maybe you should put your hand up at the next AGM in July. Remember the reason anyone takes on a job in a club is because they want to help the club prosper not for an ego trip as some may believe. Some committee members give up many hours of their own time for the benefit of the club as a whole so the next time you may feel a need to criticize a committee member just think about the time we all give up for you and instead say "how can I help you".

CLUB CONTACTS

President: Vice President: Secretary: Treasurer: Club Captain:	Dave Kent 9497 9479 Terry Lovell 9377 4679 Ron McNally 9582 1177 Dick Hogen-Esch 9581 2111 Ron McNally / Roy James 9582 1177 or 9537 7026
Committee:	Brian Plank 9309 1314 Rob Keene 9332 4385 Rob Payne 9332 7278 Roy James 9357 7026
Club Historians:	Brian Plank 9309 1314 Jessie Kent 9497 9479
Web Master	Tony Forder 9332 1971
Snakeskin Editor	Jessie Kent 9497.9479