

SNAKEBYTES

A publication of Hoosier Cobra, Inc.



Wow! What a Summer!

Hey cobraphiles, is it just me or did we just finish up a busy summer of club activities with something for just about everyone? It's only fitting that this edition of Snakebytes should contain a wrap-up of the club's 2014 events.

After our group run to Morristown to the Kopper Kettle Restaurant in April, we began a schedule of events that kept those Cobras on the road every couple weeks all summer long.

In late April, we drove to the tradition-rich town of Speedway to tour the Dallara factory. While we were inside, learning more about the manufacture of an Indy car, the lineup of Cobras outside captured the attention of dozens of onlookers.

Then it was May, and we were off to the far northeast part of the Hoosier state to tour the Auburn Cord Duesenberg Museum. The website has some good pictures of this trip.

June found us cruising to the home of Bob and Diane Lennon, who were gracious hosts for our first ever club picnic. It was really a scrumptious luncheon on a day just made for Cobras, and the fellowship was great.

June was also the month for the annual

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London Cobra Show, held near Columbus, Ohio. If you've never been to LCS, you need to check it out. It truly is "Cobra Heaven" to the enthusiast, and the Ohio Cobra Club puts on a fabulous show at this multi-day event every year. Best of all, though, they've managed to make a great fund-raiser out of their show. OCC has contributed nearly \$800,000 to the Cystic Fibrosis Foundation for the purpose of research in a quest for a cure. If you

want to see Cobras in every color and configuration, this is the place to do it. Plus, you get to hang out with genuine car guys and gals, go cruising, do some burnouts, and raise money for childhood disease. It's a real win/win proposition.

By the time the 4th of July rolled around, it was time to set sail again, this time to Carmel, where a HUGE Independence Day parade takes place each year. It was plenty hot that day and tens of thousands of people lined the parade route.

Just ahead of the Corvette club was our group of snarling snakes. The crowd loved it when we pushed in the clutch and revved the motors. They seemed to love to hear those loud pipes.

A couple weeks later, the gang cruised south to the Ohio River and toured several scenic roads in the area of Madison. The trip even included a stop at Doug Obermeyer's place to look at some cool, special interest vehicles there.

"If you've never been to the London Cobra Show, you need to check it out."



The LCS always puts a smile on my face.

August found a large group of the Hoosier Cobra guys and gals convening in the quiet, small-town charm of Rush County. We cruised out to a most remarkable antique tractor and steam engine show. The Pioneer Engineers Club even put our cars on display in the middle of their show

After lunch, we embarked on a tour of covered bridges in the area. At each bridge, club members got to choose a card with which to make a poker hand. Midway through that cruise, we stopped in Homer to see a truly unique furniture factory, where they make it the old fashioned way.

Then it was off to a local restaurant, where we enjoyed games, prizes, a few laughs, and some good food. We had Cobras from southern Indiana to southern Michigan that day. We ended



Check out this cool dude with a cool car.

the day with an outdoor concert.

Still in August, the club trekked down to French Lick. After hanging out there for a while, it was a scenic cruise to Boonville, the home of one of Hoosier Cobra's founding members, Rick Yeager.

We stayed and talked to Rick at his house and then zipped across to the far side of Evansville to see Bob Walker's amazing collection of old cars, army tank parts, and custom-built V-12 engines.

Early September saw the cars on the road again, as we cruised to what is probably the most historic cruise-in in Indiana. The Suds Drive-In in Greenwood hosts a cruise-in every weekend and it is definitely the place to be. The cars were numerous and high-quality hot rods and the scenery kept changing all evening, as different cars came and went.

September also found the club showing off the cars at the annual James Dean Festival in Fairmont. It's a huge show and one not to be missed. (Unfortunately I did miss it, due to the flu.)

October came 'way too early and we took our last cruise to Nashville and then on to the Story Inn. The gang broke up and went their separate ways just before the autumn weather deteriorated for good.

All in all, it was a great summer of fun



This is the most Cobras ever seen in Homer, Indiana. There's even a few more across the street.

events as our gang concluded just its first full year as a club. (The club was founded in 2013, so 2014 was the first summer for a full schedule of events.)

Stand by, because 2015 looks to be even better!

Be sure to check out our website at

www.hoosiercobra.com.

We owe Pam Clarino a huge thanks for building and maintaining our website.

Google search it, or type it in the address bar. See what the club's been up to.

New HC Board Members

We thought that the Hoosier Cobra board could use a couple of additional members. Two guys stepped up to the plate to help out. We welcome John Czarnecki and John Shumaker to the board.

These are true Cobra guys with great ideas. They are going to really contribute greatly to the success of the club.

Don't Forget Our Sponsors

Our Corporate Sponsors are SBC Wealth Management and Mikar Specialty Auto Repair. If you are in need of a registered investment advisor or some repairs to a specialty vehicle, look these guys up.

SBC can be reached at 866-818-1028 and Mikar's number is 317-575-8282.

The 2015 calendar of events is pretty well firmed up. Thanks to John Czarnecki for working on this. We'll get this out before long so you can see what fun we have planned for next year.

Dues Reduced for 2015

Can you believe it? Something is going down in price. The board voted at the last meeting to lower the dues from \$70 per year down to \$50 per year. Some of the start-up costs associated with the formation of the club are not recurring expenses, so we think it is possible to lower the member dues.

Where is it possible to belong to a club that provides this much fun and opportunity for just \$4.17 per month? You can't buy a cheeseburger for that.

Dues for 2015 can be paid between January 1 and March 1. More details will follow, as that time approaches.

Logo Items Available

As a reminder, if you would like a Hoosier Cobra hat, polo shirt, or jacket, those are available for a reasonable cost. These handsome items are produced by a company on the north side of Indy. A wide range of color combinations are available, just in case you are looking for something that goes with a certain color car.

If you are interested, contact Terry Gentry, Bob Lennon, or Mike Bare to get hooked up with these items.

Hoosier Cobra, Past and Future

It's probably easy to form a car club. Yeah, probably is. Just get a bunch of matching tee shirts and start marauding around in your cars. But **doing the job right** has been the focus of HC from the start.

Though it was more expensive and terribly time-consuming, this club legally registered as a non-profit corporation and purchased liability insurance for the club and its members. A club logo was decided upon and started showing up. A website went up on the Internet, to publicize the club's existence. We reached out to other clubs to see what had worked and what had not.

There were some who were concerned whether a club such as this might sink or swim, so we made our dues somewhat voluntary, so that people could test-drive the club before deciding it was for them.

With an emphasis on safety and an eye toward fun, we planned and conducted club activities, all the while hoping to promote friendships and shared experiences.

Now, at the end of our first full summer, we find ourselves with over 40 car owners on the mailing list, several dues-paying members, and a whole list of fun activities in our rear-view mirror.

So what's next? We've discussed ideas about a section of our website where

members can share information about themselves and their cars, if they like.

We've talked about using our website or email network or another forum to encourage technical articles and discussions. A lot of our members are accomplished mechanics and we could have an area for questions and answers and discussion.

The board has voted to look into being more socially responsible as a group. We have plans to try to partner with Ohio Cobra Club to sell raffle tickets at a couple Indiana car shows for the Superformance replica to be given away at London in June. The proceeds would benefit OCC's adopted charity, Cystic Fibrosis.

The future looks pretty bright for this upstart little car club. Please keep providing your input and participation. Get involved and see how much fun you can have.



Keith Henline measures the height of the corn while on the Poker Run.

Board Members:

Terry Gentry
Bob Lennon
John Czarnecki
John Shumaker
Mike Bare

Newsletter email:
the4bares@msn.com

Well, that's about going to do it for this edition. Don't let the winter weather dampen your enthusiasm for your Cobra hobby. Let me know about your winter projects for your cars. Stay in touch.

This winter has been predicted to be a harsh one, but soon enough the weather will start to moderate and we'll start thinking of exhaust fumes, premium unleaded, the wind in our hair, and good friends to share it all with. And yes, we'll undoubtedly stop and get something to eat, too.

In the meantime, stay well. Be safe. Be important in the lives of your loved ones.

We're on the Web!

Visit us at:

www.hoosiercobra.com

This newsletter is a periodically published newsletter of Hoosier Cobra, Inc. The newsletter and the club are not-for-profit. The sole purpose of the club is to provide a means for persons with an interest in Shelby Cobra automobiles and replicas to enjoy and appreciate their hobby. Use of the term "Cobra" is not meant to imply that Hoosier Cobra has any license to use that name for commercial purposes. Rather, it is used simply to refer to the type of cars appreciated by club members.

