

SNAKE TALES

EDITION #1

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COBRA CAR CLUB OF W.A. INC.

From the Editors Desk

As the new Editor of the club paper I firstly must say thankyou to Harry McClymans for his efforts over the past couple of years in the producing such a fine model to follow. Harry's approach to producing a very good product was, I am sure, greatly appreciated by all club members.

My intention is to produce between 3 and 4 papers a year. As a small club information may be a bit light, so if all club members either give me some notes on paper or telephone me and let me know of things happening within the club that can be printed, please, please inform me.

EDITORIAL

From time to time there are some controversial, or even better still, more light hearted moments that arise, either from monthly club meeting, committee meetings or during club events. As the Editor of 'Snake Tales' I will be taking journalistic licence (never let the truth stand in front of a good story) to put together such an article that will befit the issue, occasion or event. Members must be reminded that this may cause some area for future debate. Hopefully and with some intrepidation I will venture into this new world of journalism and present to "you" the members of the Club a paper worthy of reading.

Funny thing that happened on the way to a "run"

Apparently, as it was reported, a certain Club member, along with some other members decided to do a bit of round the street racing at a country town site. This wannabe racer set off with the other wannabe racers and made the journey to this country town.

All the wannabe racers had a very good day. However, 'our' wannabe racer had trouble in deciding whether or not to stop and feed the horses on the local sweet smelling hay bales that were aplenty in this pretty country town. The wannabe racers slick grey steed decided upon itself, so the story goes, to stop, quite abruptly and graze on the sweet smelling delight.

Our wannabe racer was nearly thrown from the saddle of his noble steed, but just and only just, pulled on the reigns so hard that his steed just nudged the hay bales. Only minor damage was reported on the steed (all fixed now) but oh my, damage to the pride. Excuses and theories abound around the paddock now from the other wannabe racers of, need a manual not an auto, brakes got too hot, had the steed going to fast into the corner and couldn't get the horsepower to the ground. Wouldn't happen to a jaguar (ask the sheep), you other wannabe racers all know the excuses.

Try the BM next time, eh Rob (Keene by name and keen. by nature)

Reported by: "The other wannabe racers"

CLUB RUN NEWS

Saturday, September 9th Darling Range Tour

The plan was to meet at Macdonald's, Forrestfield from around 8.30am, for breakfast, early coffee or whatever and then take off for a shortish run through the Darling Range and enjoy the springtime green and all those pleasant little things that go with it, which as we all KNOW are so much better viewed/experienced from an open car.

Wow, on arriving at 8.40am, it seemed everyone and his dog was there. Not only the old guard but great to see some of our newer guys as well. In all I counted 13 members which would have to be something our best ever turnout. New cars on show were Borge in the red G-Force (nice looker) with Gordon, and Rob Grave in the ex-Terry car also looking swish.

As well as the old faithful brigade of Tony/Gary, Murray/Graham, Keith, Wayne/Brian, and Terry/Rob riding shotgun (so you wouldn't get lost). Also had two lookers who just dropped in to say hullo in Harps (the Snaketails man and Graham Ulloch).

Around the appointed hour, 9.15am (we waited for you Harry) we took off on the route set for the August run but postponed on account of weather. The plan was for a short run, maybe 100k or so, making for a leisurely pace and plenty of time for yak-yak etc. Along Welshpool road, across thru' Pickering Brook, Brookton Highway, Canning Dam, Albany Highway to the Yule-do Servo for smoko, then home via the Tonkin Highway.

All arrived back with no dramas and appeared everyone enjoyed the day. And why shouldn't they with the magnificent weather provided after such consistently rainy weather. So to all the guys who missed out.....be there next time or be square. And there were some spare seats for the dreamers out there. Just do it!!

The Run South.....

And seeing the last run was better than OK, Terry came up with the 'THE RUN SOUTH'. The idea was that not only would it be a more substantial drive, but also would take the club to the bush for a change instead of the usual other way round.

So Saturday 23rd September on a beautiful, slightly cloudy day, the pack gathered at BP Booragoon, for THE RUN SOUTH.....And what a pack, in all 10 COBRAS turned out, (as well as Peter Coleman called by as he headed off to Wanneroo, racing the Beast) and four guys and two ladies to ride shotgun.

In the line-up were: Terry/Rob, Alan, Murray/Co-driver, Wayne/Harry Mac, Keith/Graham (Prez), Rob G., Colin/Nikki, Mike/Kerry, Tony/Gary AND new car on the block Brain Plank with the new beast (only got rego last Tuesday)

The plan was to depart 8.00am, head to Mandurah Dome Coffee for breakfast, meeting Dick Hogen there and then pressing onto Bunbury to Pat and Jenny Kaine's workshop, at around 11-1130am, for a look at his project, culminating in a lunch at Fast Eddys in downtown Bunbury. Everything went according to schedule with Pat and Jenny pretty stoked to have 11 COBRAS cruise up to their doorstep and also had Crosby Vickers join us from Collie.

The return was via Pinjarra with some of our troupe taking the Mandurah way home with the remainder going thru' Armadale, to conclude possibly the best one yet.

Well done guys and in particular Terry, who put it together for a top day out. Way to go.....

Reporter: Rob Keene

BP Ultimate

The Ultimate Unleaded Fuel

For years the octane rating of fuel in Australia has been steadily falling due to increasingly stringent environmental regulations. The result of this decline in octane has been a dramatic increase in engine pinging, or knocking, particularly in older vehicles.

When an engine pings, the fuel present in the cylinder actually explodes due to high temperatures and building compression levels. This explosion is highly detrimental to an engine and can result in blown head gaskets, holed pistons and even broken crankshafts. The fuel in the engine must have a sufficient octane rating to resist exploding under normal operating loads. It must be ignited at the correct time by the spark plug and burn evenly in the cylinder—not explode.

The use of fuel with sufficient octane ratings in performance engines is essential to attaining peak performance and preventing the dreaded ping. Quality fuel allows engine tuners to give full advance to an engine, simultaneously achieving a maximum power and maximum efficiency state.

For years, motorists in Australia have had limited access to high-octane fuels. Often resulting in loss of engine performance—especially for cars designed to operate on higher-octane fuels. Now, a new high octane, clean burning fuel is available in Western Australia. This new fuel has an octane rating of 98—the highest of any road fuel in Australia. So far, BP is the only company in WA to market this new high performance fuel. BP Ultimate now caters for high performance vehicles, both naturally aspirated and turbocharged. Ideal candidates are the Gen III Commodore and all late model, turbocharged Japanese vehicles.

Applications

This new petrol is highly refined with an exceptionally high octane for street use. It has been designed to be used in the following vehicles: Pre 1986 and bikes and Classic cars and bikes.

BP Ultimate is suitable for all cars currently using Super Petrol. Valve-protection additives are recommended to protect against valve seat recession. In terms of octane it exceeds the British 4 star grade and so is suitable for many classic British sports cars of the 1960s and 1970s.

Cars and bikes designed for Premium Unleaded Petrol (96 octane). Performance benefits will be more pronounced if the vehicle is fitted with a knock sensor than can adjust the engine to take advantage of the higher octane.

Performance Benefits

Many imported and higher performance cars, particularly those with turbochargers, are designed to achieve their best performance from 98-octane fuel. These vehicles can use lower octane fuels, however the necessary ignition timing adjustment required or the action of the knock sensor can result in decreased performance and increased fuel consumption if a lower octane fuel is used.

BP Ultimate allows engine management systems to optimise the ignition timing to give full ignition advance for maximum power. Vehicles will then achieve the performance, economy and emissions that the cars were originally designed for, provided they continue to use the 98-octane fuel.

Engine Protection

According to the manufacturers, BP Ultimate contains a deposit control additive that cleans inlet valves, fuel injectors and other fuel system components. The additive is

approved by the USA Environment Protection Authority and prevents deposit build up in engines to maintain peak engine performance.

Pre 1986 Car and Bikes

Pre 1986 cars and bikes will obtain an appreciable benefit from using BP Ultimate provided they also use a suitable additive to protect valve seats from wear. Many of the pre 1986 vehicles were made when the octane of leaded petrol was 97 or 98. Since then they have had to be tuned to use the lower octane fuel with a resulting loss in performance and economy. Using a 98 octane fuel will mean that these engines can be tuned to use a fuel octane that they were originally designed for and gain improvements in performance, fuel economy and emissions.

Impact On The Environment

BP Ultimate exceeds the requirement of the Western Australian Environment Protection (Diesel and Petrol) regulations of 1999. It has lower contents of benzene (50% reduction) and sulphur (90% reduction) than Lead Replacement Petrol and unleaded petrol. The additives in BP Ultimate will ensure that engine efficiency is maintained by keeping the engine clean ensuring no deterioration of exhaust emissions during the life of the engine.

Storage Life

When stored under appropriate conditions, the storage life of BP Ultimate is one year. Now that the volatility of BP Ultimate will change monthly so that there are seasonal variations in composition.

Building Your New Engine

If you are currently building an engine for the street and are worried about the amount of compression you can run then consider having hardened inserts fitted to the exhaust valve seats and running 98 octane unleaded. Consult your engine builder about the maximum compression ratio that can safely be built into your engine using this fuel—you may be surprised to find that it is significantly higher than that obtainable with regular or even premium unleaded. This allows you to build a more powerful engine that runs cleaner and uses fuel available at the bowser.

Information on applications and product specification is based on information supplied by BP Lubricants and Fuels Technical Services.

Where Can You Buy BP Ultimate Fuels?

BP EXPRESS KARRINYUP
BP EXPRESS ASCOT
BP EXPRESS MANDURAH FORUM
BP MAIN STREET
BP KWINANA HUB

STOP PRESS

Shell have released a leaded fuel/high octane fuel called RF100U (which is the same as Avgas. But has additional duty paid). Available from or through Shell Garages/Depots. It comes in 20 litre or 200 litre drums.

I propose to run stories on club members and their cars, either built, under construction, Photo of owner and car or family and car whatever make good news content.

Also all contributions from anyone in the club would be appreciated, just phone, or e-mail me.....anytime.....Not after 9.30pm thanks.