

THE SNAKESKIN

♣ Cobra Club of WA Inc ♣

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WHAT'S A COBRA???

Have you ever been asked "What's a Cobra Replica"? Can you remember what you said - did you say - "It's a fibreglass, Kevlar, Aluminium body on a Ford, Holden, Toyota, Fiero, round tube, square tube, steel, aluminium, monocoque, custom and Volkswagon frame chassis, powered by a 460, 429, 428, 427, 454, 426, 400, 350, 351, 308, 302, 318, 289, 253, Rover, Toyota, Windsor, Cleveland, V12, V8, V6, six cylinder, four cylinder and Volkswagon engine - running on Ford, Holden, Toyota, Corvette, Jaguar, Pontiac, Mustang, Chevy, Datsun, Cortina, Pinto, Volkswagon, home-made, specialized suspension. Or did you just tell them what your Cobra is made of.

Because just a few weeks ago someone asked me and I said "a fibreglass body on a Jaguar suspension with a big Ford V8 and gearbox". The reply was "Oh! So it's a hot rod!"

The next hour was spent on trying to explain something - close to my heart - what's a Cobra Replica - to which the reply came "Oh yeah! Now I know, it's one of those white Falcons with the blue stripes" - **Don't you just hate that ??**

So without another word, I left him in his own little world counting his collection of Mother-of-pearl four-hole shirt buttons.

Harry Mac

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IT'S SO EASY ANYBODY CAN DO IT!!

I have just spent countless hours sorting out the format for the front page. Easy, just copy Rod's handiwork!!

Now what font is that?... (text) No, no, no, no, no, no, Mmmm! No, no, oh!!! That looks like it, No damn,! ^%\$@%\$#@%\$# and that's just the headline font, now what size is it? Yes - no -oh!!! Where the hell did that go (bloody computers). Try that again, finally success, right! now let's print that bit and see what it looks like.

Opps!! now where the hell did that come from(it was the headline that disappeared earlier) Now I have two damn headlines.

Being a computer novice, its taken a while to get used to how they operate. The problem is every programme you buy runs differently and you must learn how to bring them altogether as well. Once you can do that, the rest is simple:

1. You have to learn how to type with at least two or more fingers, learn how to correct mistakes, learn how to move it all around, learn to fit other things in. Still simple???

2. Now to write an article..... umm..... ahh..... mmm..... well time for a cuppa and it will be easier tomorrow, after all it's 1.30am.

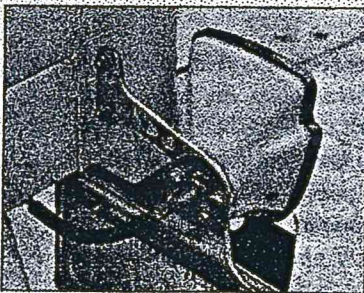
2. Again!! Time to write an article, after a lot more ahhhhs & ummmms you slowly get it together, it only took about six hours for two hundred words - I wouldn't make a living at it but I have enjoyed it.

So help from members with articles, letters etc would be much appreciated. Please send to The Editor Harry Mac, 1 Eleanor Court, CRAIGIE WA 6025 or Ph: 9307 4754.

HOW-TO HANDBOOK

SPARK BOOSTER

Getting the maximum amount of spark to the plug helps produce more power by burning all of the air/fuel mixture in the combustion chamber. No matter what type of ignition, be it points or electronic, the use of a high-output coil and top-quality plug-wires will help achieve maximum current transfer. Boosted spark energy is created due to increased windings in the coil and the plug wires (thanks to minimum resistance), so make sure the spark energy goes to the plug and nowhere else.



DRILL IT

Ostensibly, street rod kits have holes drilled in them to make them lighter. How much weight is saved is questionable, but we all agree it looks awesome! Don't drill in areas where structural strength is critical, but "lightening holes" added to certain brackets, gussets, axle beams, boxing plates, bumpers, wiper arms, and so on, can add that extra race-bred detail. Best of all, it's absolutely free.

TWO IS BETTER THAN ONE

The more air an engine can ingest, the more power it'll make. If you're running around with a single-snorkel air cleaner on your specialty vehicle, performance can be improved by making a stop at your local salvage yard and finding a dual-inlet air cleaner housing that'll fit your car. This simple addition will usually yield as much as 15-horses. But along with the additional air may come the requirement of a carburetor jet change to ensure maximum performance. This could be the best \$20 you ever spend.

BRUSH IT

You can make any aluminum part look high-tech in a few minutes just by giving it that "brushed" satin-grained finish. It's probably easier than you think. Simply sand it back and forth in one direction with 220- to 400-grit wet-or-dry sandpaper using WD-40 as a lubricant. Sand flat surfaces on a table as shown; curved areas can be hand-sanded. The process also works on stainless. To do bumpers, grilles, door handles, or other chromed parts, have them stripped to bare metal and nickle plated; wet-sand the nickle to a brushed finish and have them chromed. →

TECH-TALK

Diff ratios play a major part in the way your car will run and perform, for example your running a nice hot 351 through your nice Toploader to your nice 9" diff with a 5.89 gear ratio.

At the lights you blew your opposition away with unbelievable acceleration, but were very surprised when the old bloke in the stock Kingswood passed you at only 120kph and disappeared into the distance with his stock 6 cyl and 3.07 diff ratio.

Just because your mate is a professional drag racer and uses such diffs, it is great for the quarter mile, but for the road it is not practical, you will need to rev at 6000rpm to do only 130kph and your fuel will probably run at about 3 miles to the gallon.

Below is a formula and chart which may assist you in your decision of gear ratios.

DIFF GEAR RATIOS & HOW THEY WORK FOR YOU

$$\text{MPH} \text{ --- } \frac{\text{REVS PER MINUTE}}{\text{GEAR RATIO}} \times \frac{\text{TYRE DIAMETER}}{336} = \text{25.2 MPH PER 1000 REVS}$$

EXAMPLE --- $\frac{1000}{3.07} \times \frac{26}{336} = 25.2 \text{ MPH PER 1000 REVS}$

DIFF RATIOS	TYRE DIAMETERS				
	22"	24"	26"	28"	30"
2.87	22.8 mph	24.8 mph	27.0 mph	29.0 mph	31.0 mph
3.07	21.3 mph	23.2 mph	25.2 mph	27.1 mph	29.0 mph
3.31	19.7 mph	21.5 mph	23.3 mph	25.1 mph	27.0 mph
3.54	18.4 mph	20.2 mph	21.8 mph	23.5 mph	25.0 mph
3.77	17.3 mph	19.0 mph	20.5 mph	22.1 mph	23.0 mph
4.09	16.0 mph	17.4 mph	18.9 mph	20.3 mph	22.0 mph
4.27	15.3 mph	16.7 mph	18.1 mph	19.5 mph	21.0 mph
4.55	13.2 mph	14.4 mph	15.6 mph	16.8 mph	18.0 mph
5.89	11.1 mph	12.1 mph	13.1 mph	14.1 mph	15.0 mph



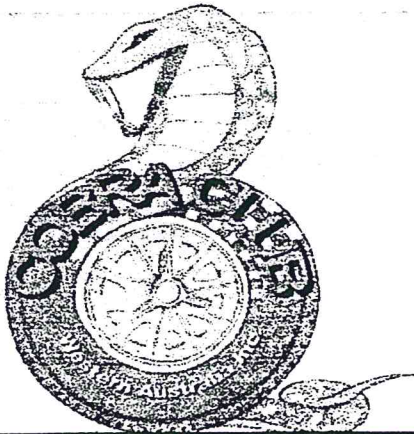
PATH OF LEAST RESISTANCE

The wider the tire, the greater its grip, and the more resistance it offers to rotation. For sharp handling, this is fine. But what's important at the dragstrip is less rolling resistance—narrower front tires will help achieve this. This Mickey Thompson Sportsman has a 4-inch tread width, whereas a wider G60 tire has a 7-inch-wide tread width. The thinner tire offers less rolling resistance for better launches.

Quote for the month: "A diplomat is a man who always remembers a woman's birthday but never remembers her age."

COBRA CLUB LOGO SAMPLE.

If there are any budding artists or designers out there, put pen to paper and have a go. There are no prize's, we would just like a logo for the Clubs shirts, jackets, banners and paper work.



"For Sale" or Truth Warping.

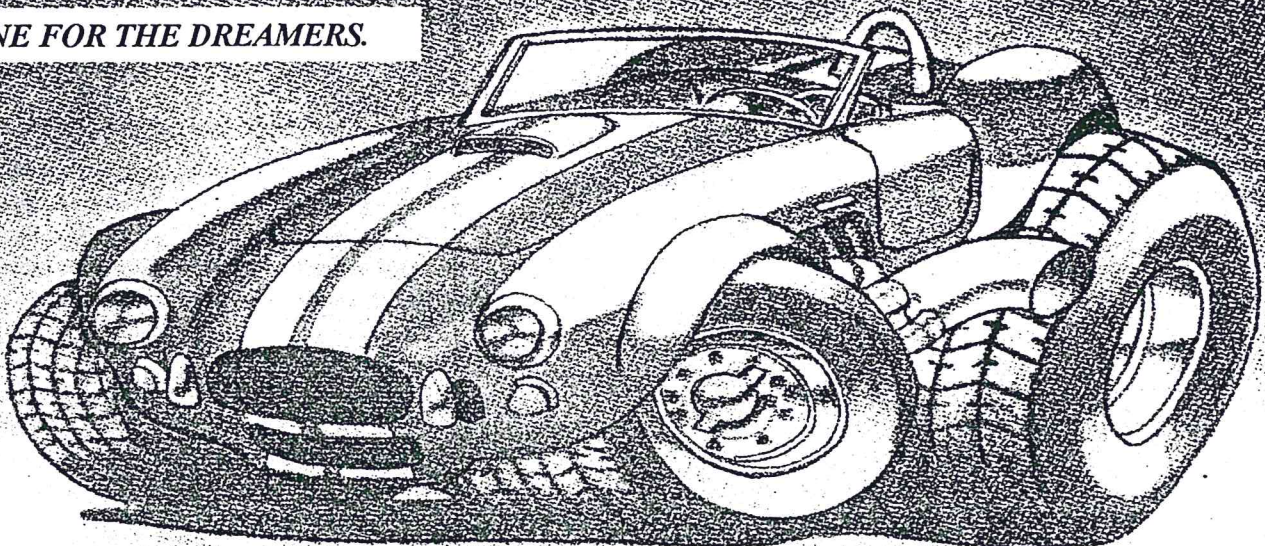
If the ad claims....

- Rough condition....
- Parts car...
- Immaculate...
- Concours...
- Engine quiet...
- Needs minor overhaul...
- Needs major overhaul...
- Burns no oil...
- Rebuilt engine...
- Drive it away...
- Drive it anywhere...
- Desirable classic...
- Rare classic...
- Stored 20 years...
- Ran when stored...
- Never apart...
- Solid as a rock...
- Restored, with 0 miles...
- Restored, with 2 miles...
- Older restoration...
- Good investment...
- No time to restore it...
- 95% complete...
- Other interests conflict...

It really means...

- too rough to lie about beyond repair
- recently washed
- recently waxed
- uses 90-weight oil
- needs engine
- phone junkyard (it all leaks out)
- cleaned the spark plugs
- I live on a hill (within 10 miles)
- no one wants it
- no one wanted it when it was new (in a farmers shed)
- won't start
- bolts too rounded to loosen
- rusted solid
- wont start
- wont stay running
- first owner washed it
- can't be worth much less
- can't obtain parts
- the other 5% doesn't exist
- Spouse's ultimatum: "Either that #!!@&## thing goes or I go!"

ONE FOR THE DREAMERS.



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NOTES

The AGM will be held in July '98, this is a most important meeting due to nominations and elections for all positions on the committee. Only financial members will be able to vote, therefore it is time to make sure you are a financial member. Let's make it a big meeting.

The club still has a few COBRA CLUB tee shirts left, so don't leave it too late to get yours. At only \$20 it's a bargain. Also members are asked to wear their club shirts and name tags to meetings and outings.

If you have something for sale and want it in the Snakeskin, just ring the Editor. Harry McClymans on 93074754.