

THE SNAKESKIN

♣ Cobra Club of WA Inc ♣

Volume 1 Issue 6

28th October 1998

Page 1

1998 MUSEUM RUN

Had the pleasure of a family day out at a car show last week, we packed a picnic lunch and headed for the convoy take off point at Hillary's Boat Harbour.

There were about 15 cars of varying vintage but nothing that really pushed my buttons.

The convoy travelled through the northern suburbs and eventually ended up at White-man Park with masses of vintage cars of all shapes, sizes and ages and then most of the owners joined their own little cliches and stayed there for the duration. Perhaps they are not allowed to mix with other clubs.

I must be a "rev head" or a "hot rod" fan – I wandered around looking at the huge display of cars and found some restored with meticulous detail and others left in original condition – all very nice but I needed a sudden 4-barrel burst of chrome, modern paint colours and big fat tyres.

Then it happened — out of the crowded throng of cars and people came the raw sound of exhaust, burbling across the park. I knew that noise – turning to see what made such beautiful music, was blessed with the sight of two magnificent COBRA's. The cobra's of Graham and Trish Ulcock and John Harper – both glistening in the sunlight and as they crawled over the grass to centre stage of the display area (and quite rightly so).

No sooner had the cars parked side by side, Graham and John went immediately to work removing dust and bugs from paint and glass to show the cars at their best.

This arrival instantly attracted a small crown of onlookers – some knowing what they were and some explaining to others what they are. For the next 2-hours admirers filed past with many remarks of "Beautiful", "Gorgeous", and "Wow!" until I heard a remark that made by blood boil and put me in fight mode – "Plastic Crap". I spun on the spot to see this...this...this person who instantly reminded me of the chap from the "mother of pearl four hole shirt button club" wearing a T-shirt blazened with "Leyland P76" - the Cobra was obviously not his favourite car, then he quietly mumbled something about classic not plastic and then left. What a cheek!! How dare he!. Those two Cobras made everything else look out of place and made the show something worth seeing – that my friends is an unbiased report of the 1998 "Museum Run".

I am reminded of an old saying "Beauty is in the eye of the beholder" With a special thanks to Graham and Trish Ulcock and John Harper for making my day and presenting two magnificent Cobra's to represent the Club.

Harry Mac
Editor

Cobra Owners.....
Contact - Terry Lovell at

AUST. GUARD
Security Services

Alarm Systems

Hirsh Access Control

CCTV & Surveillance

Hire & Sales

Investigations & Debugging

Security Identification Systems

LIC 144/96 SAI
Suite 29
375 Hay St
Subiaco Mews
SUBIACO
6008

Ph. 9388 3898
FAX 089 388 3455



**THE FAMOUS
MOTOR CAR
COMPANY**

MOTOR VEHICLE
INSURANCE
FOR
VETERAN VINTAGE
CLASSIC &
COLLECTABLE CARS

THE HYATT CENTRE
87 ADELAIDE TCE
PERTH WA 6000

PH: 9221 8100
FAX: 9221 8122

Choosing an engine for your Cobra.cont.

Chevrolet

The advantages (in addition to those above) of Chevrolet V8's are :-

- Semi authentic - Shelby's first choice.
- Not built by Ford.
- Cheapest and widest range of aftermarket parts.

Here is a list of what is available:

- 262 cu. Mid '70s attempt for fuel thrifty engine, low performance. Little interchangeability.
- 265 cu. Early engine, no oil filter, no reason to use this.
- 267 cu. Mid '70s - early 80's attempt for fuel thrifty engine, low performance. Little interchangeability.
- 283 cu. First of the desirable smallblocks.
- 302 cu. Rare. High revving, high performance engine. Basically a 283 crank in 327 block.
- 305 cu. Generally low performance engine but EFI version in late Camaros worth checking.
- 307 cu. Rare. Torquey but rather limited performance potential.
- 327 cu. Bored and stroked 283. A good choice.
- 350 cu. Very common, long stroke version of the 327. Probably the best choice. Also rare 32 valve version, see exotica section below.
- 400 cu. Bored and stroked 350. Uses a special block, crank balancer and flywheel but still physically interchangeable. Performance potential is limited.
- 396 cu. First of the big blocks. First of series known as Mark IV's all of which interchange.
- 427 cu. Bored 396.
- 454 cu. Stroked 427. After 1990 these became Mark V's which are different from Mark IV's.
- 502 cu. So called 'crate' motor because it is not fitted to any production vehicles but you can buy one in a crate brand new from a Chevrolet (around \$3500). It is a Mark V engine interchangeable with the 454 and makes 445 hp straight out of the box, fit a good quality EFI system and you have nearly 500 hp. **One of these I MUST have !!!**

Others

Generally, choosing to use one of the less common American V8s will cost you. Parts are more expensive and aftermarket support is much more limited. If you just *love* to be different here are a few choices :

- Buick. Engines up to 455 cubic inch. Some high performance, I used to have a 430 cu Buick Riviera with factory dual quads !. Also of particular interest is the aluminium 215 cu engine, more about this in the European section below, since Rover produced far more of these than Buick ever did.
- AMC
- Jeep
- Pontiac. Some big high performance motors (up to 455 cu) in Firebirds and Trans-ams.
- Chrysler. Some lovely big hemi-headed engines up to 440 cu.
- Cadillac. Monster motors but dated and without much tuning potential.