
THE SNAKESKIN

✻ Cobra Club of WA Inc ✻

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HAPPY NEW YEAR
for
1999

**MAY YOUR NEW YEAR BE BLESSED WITH ALL;
THE LUCK OF A LICENSED COBRA OWNER.
THE PATIENCE OF A KITCAR COBRA BUILDER.
THE UNDERSTANDING OF A COBRA WIFE.
THE ENTHUSIASM OF A COBRA DREAMER.
THE WISDOM OF A LIVING COBRA DRIVER.
AND MAY YOUR WALLET SUPPORT YOUR
DREAMS FOR 1999. (a cobra prayer.)**

Cobra Owners..Contact – Terry Lovell at....

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AS TIME GOES BY

Where will it all end

As we approach the new millennium, the car enthusiasts of the future may be faced with many problems concerning new rules and regulations regarding safety and the environment for the motoring public. **Imagine it:**

2025 AD, no car may have a cubic capacity of greater than 1.5 litres and must be speed limited to 80kph. Then on one day a year the "Celebration of Automobiles" is allowed, where cars over 10 years of age are towed around or carried on trailers or trucks for display. As it would be illegal to start the engines because they emit more than the legal emission limit of 0.02ppm.

Chrome would be a thing of the past, due to the chemicals used in the process that adversely affects the environment. Exhaust noise permitted would only be 25% above that of an electric motor vehicle.

Tyres would not be made of rubber, but of a natural vegetable product, catering for speeds up to 80kph before they melt, ensuring the speed limit is adhered to.

Leather upholstery is no longer, as animals are only allowed to die of natural causes and must then be given a suitable burial.

Petrol would be sold only under special license and for military purposes.. Therefore no one is allowed to use petrol thus protecting the environment and humans from inhaling the fumes.

All cars would be one colour, nominated by the Government and the Department of Transport. All cars will be painted in a controlled environment and monitored by that regulatory board. Cars would be a different colour each year so as to instantly recognise cars over the 5-year limit, which are then due for recycling. It would be illegal to paint a vehicle yourself or to be in possession of such a prohibited substance such as paint. This would also be the method of assisting the environment and reducing graffiti.



When I reflect on my youth, (back in the 60's), we were very limited, not by rules, but by what was available. There was no such thing as wide wheels and fancy paints, these were strictly for race cars and extremely expensive. We used to drive over to Subiaco and look in "Don Halls" speed shop window (the only car shop in Perth in those days), and dream of owning a set of twin carbies or a Lukey muffler system, to put on the old FJ Holden that my uncle gave me when he updated to the new 1964 EH Holden.

From then on the car accessory field slowly blossomed. Twin carbies, headers and chrome were common place. By 1967 with the introduction of V8's into Australian cars, the market exploded with 4-barrels, extractors, etc.... through to today's massive accessory kingdom, where one can obtain anything, anywhere at anytime and are only limited by your imagination and the **Department of Transport and Environment.**

Therefore, what the future holds will be interesting in terms of what my young grandson will be able to do with a car in his youth.

I can just imagine sitting at home in the year 2025, when he bursts through the door exclaiming excitedly:

"Granddad, I'm going to do up a Deawoo!!"

The editor.....Harry Mac.



European V8 Engines

There are a few european V8 engines worth considering if you feel like something *different*.

Rover

The 3.5l (201 cu) Rover engine is really a Buick engine. It is extremely common in the England and is fitted to 8 out of every 10 cobra replicas. It is available up to 4.2l and has all the advantages of American V8's (since it is one) and in addition it is very light. (Actually it's lightness is a disadvantage in a Cobra because it is lighter than the Jaguar IRS so you tend to end up with a rearward weight bias). In standard form the output ranges from 130 hp from the de-tuned version fitted to early Range Rovers through 160 hp powerplants fitted to early saloon cars to 180 hp EFI units in later cars. It is comparatively easy and cheap to obtain 220 hp from this engine. Miles mentions that the Rover V8 is available in capacities up to 4.2 litres. However, there are now (at least) two sources of these engines in 5.0 litre capacities. The first is from TVR, developing 340bhp, and the second is from Marcos developing 320bhp. I can't speak for the Marcos engine, but the TVR engine certainly has the right power/noise characteristics for a Cobra...

V12 Engines

The only widely available V12 engine is the Jaguar 5.3l SOHC unit. In England it is quite a popular choice for cobra replicas but has little to recommend it. Aftermarket versions up to 7.0l are available.

- It is quite heavy has to sit further forward than a V8
- It is expensive to rebuild and requires various special tools and skills.
- It gives around 275 horsepower in standard form and is very expensive to tune.
- You get the choice of unreliable Lucas fuel injection or performance strangling Stromberg carbureters. Both are ugly and the only option is to fit six downdraft webers at some cost.
- It is awkward to work on, especially in a small engine bay.

4 Cylinder Engines

You cannot be serious !!.

Exotica

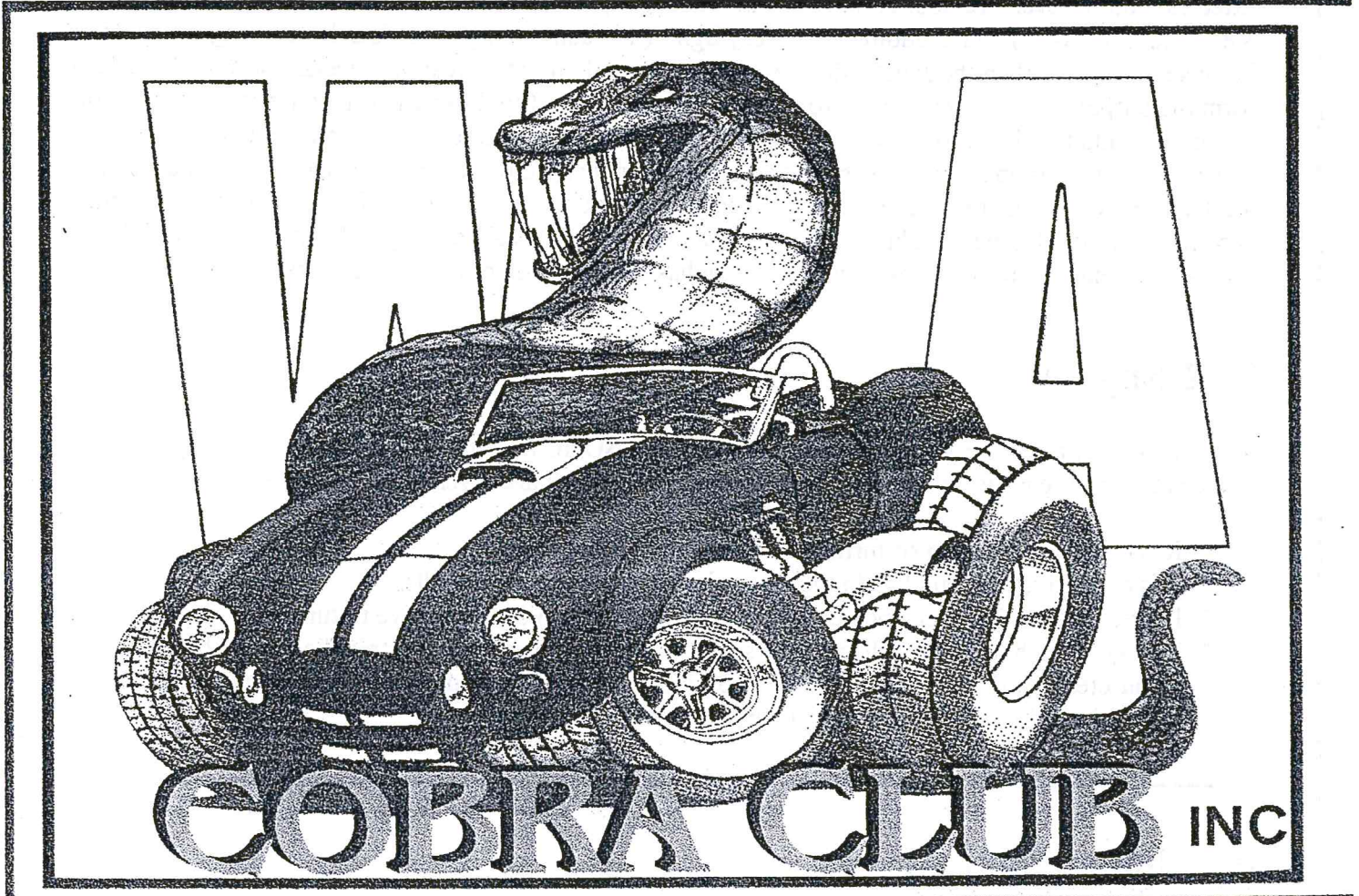
If you fancy putting something really exotic in your cobra, I really look forward to seeing it !. Realise that this is senior league expense and parts may cost 10 to 20 times what the equivalent Ford/Chevy part would be (for example a set of main bearing shells for a Chevy is approx. 40 (UK pounds) but a set for a V12 Lamborghini will set you back a cool 750). Furthermore, these engines are not usually renowned for their reliability or longevity.

Still, if you *must* here are some ideas :

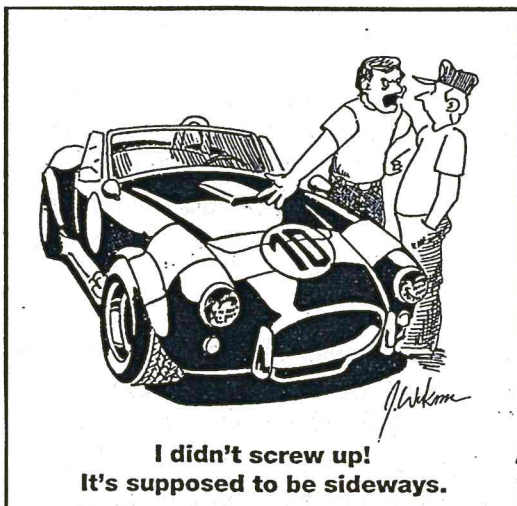
- Chevrolet ZR1. This all aluminium, 32 valve, DOHC, 350 cu. engine was fitted to a limited number of Corvettes, of which production has now ceased. The heads were developed by Lotus and the engine comes with high performance EFI and a ZF six speed gearbox.
- Ford 427 SOHC. Probably the least exotic and also the best choice in this list. A powerful rare beast that looks great and performs superbly. Some have already found their way into cobras. These must surely be the king cobras,

QUOTE FOR THE MONTH : " If at first you don't succeed, try, try, again. Then QUIT. There's no use being a damn fool about it."W. C. Fields.

CLUB LOGO SAMPLE



MORE SAMPLES WANTED



For Sale: CSX 2057, immaculate black with white stripes, only 400 miles on total professional restoration, 289 Hi-Po with Webers, steel bellhousing, aluminum T-10, Halibrand knockoffs, flares, rollbar. Best Cobra SAAC-14. Asking \$175,000. Call Ray at (412) 935-0075, FAX at 935-2332. Pennsylvania.

For Sale: CSX 2341, new red repaint from bare metal, black leather, chrome wires, soft and hard tops, hood scoop, oil cooler, Belanger headers, Konis, Cobra scattershield, quartz headlights, owned since '76, part-trade considered. Asking \$165,000. Call Bert at (216) 464-1693. Ohio.

ELECTION RESULTS

A quick note of Congratulations and Thanks to all the NEW and USED Office Bearer's.

President:	Graham Sach
Vice President:	Graham Ullock
Secretary:	Robert Keene
Treasurer:	Harry Prince
Club Captain:	Peter Coleman
Social Director:	Perry Lucas
Committee:	Michael Owen, Dave Tadic
Club Property:	Ron McNally
"Snakeskin" Editor:	Harry McClymans
Delegates to CCC WA:	Michael Owen, Dave Tadic

There is a lot of work behinds the scenes to make a club successful and enjoyable. This work is voluntary and unpaid, so spare a thought for those elected for the next term and if asked to assist in some small way, please don't be afraid to put your hand up and muck in. If you don't like the way it is run, have your say at the next meeting and if you have time and think you can do a better job, then please get nominated at out next Annual elections and have a go.

So wishing all those elected "Good Luck and Best Wishes" for your term.

The Ed

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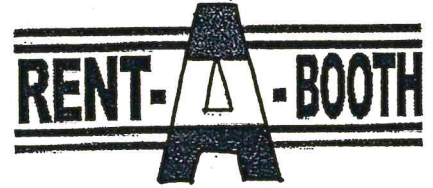
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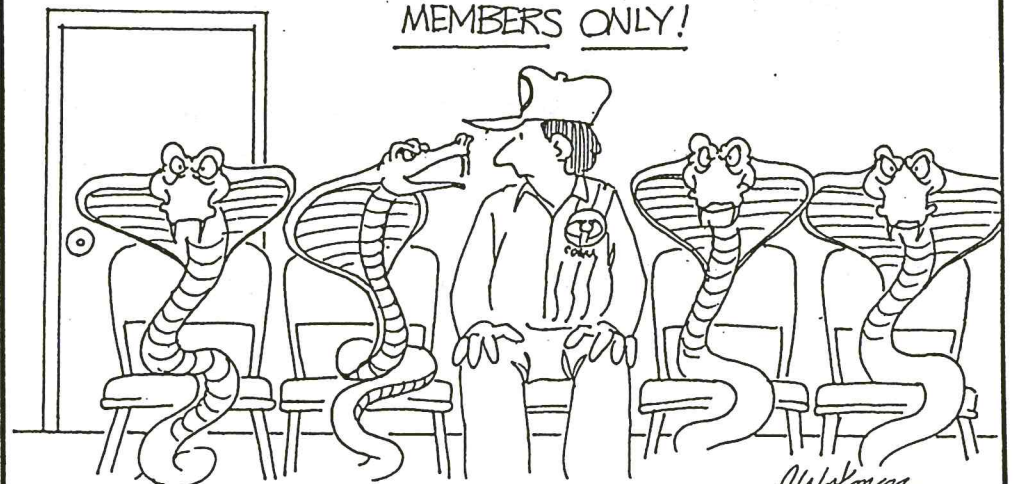
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You know you're only in this club because we
needed somebody to work the door knob.