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# THE SNAKESKIN

♣ Cobra Club of WA Inc ♣

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28th April 1999

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Page 1

# COBRA WINS

## ***YORK HILL CLIMB SPEED EVENT***

**YORK** Hill-climb Champion and West Australian Cobra Club Hero **PETER COLEMAN**, has blitzed a field of world class high performance race cars to win the coveted **YORK** Hill-climb event this week. Competing against the like of Porsche, MG, Supercharged Subaru WRX, V8 Triumph, Westfields and a stunning **Twin Turbo-charged FORD GT 40**, that came second to our **COBRA CLUB** representative, **PETER COLEMAN**.

*Picture & story page 3.*

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

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**QUOTE FOR THE MONTH : " We must believe in luck. For how else can we explain the success of those we don't like?" ..... Jean Cocteau.**

**SUMMARY  
RECOMMENDED REQUIREMENTS AND PROCEDURES FOR  
COBRA KIT CARS**

- CHASSIS**      Owner-Builders.  
Full engineers construction report is required prior to body/chassis torsion test. Relevant anchor points i.e. Seat Belt mounts, Roll Bar mounts, Windscreen Bar to be completed before test. Production Units already approved not required for test. Jamie Gard has machine necessary to perform required test. Torsional Rigidity of body/chassis unit: 6000 NM/Degree Deflection..  
Earlier issue Permit to Build cars may be accepted at the original specification.
- BRAKES:**      Recommended: Front Ventilated Disc  
Rear Disc  
Front/Rear brake line pressure adjuster  
Where non-standard brake systems are installed, an Engineer/Brake Specialist may be required.
- WHEELS/RIMS:**      Diameter N/A. Rim Width Max 200mm (8inch) Max Offset 25mm
- ENGINE:**      Recommended ADR 37 Compliant, Unleaded Petrol Only, to current emission standard. LPG ADR 1425.  
Only emission equipped engines acceptable. All other Modified/pre-emission engines require emission testing at Orbital Engine Company to establish compliance with current emission specification.  
Cost approximately \$1000 per test. Cubic Capacity: Recommended Max 5.8 litre.
- LIGHTS:**      Headlight height. Ground to reflector – 500mm  
Side indicator      From Front, 1800mm  
Parking Lights      ADR under Position Lights  
Reflectors          Front White, Rear Red
- REFLECTIVE SURFACES:**      Any fitting in front of the driver requires a non-reflective matt finish.
- CRASH PAD LHS DASH:**      As per ADR
- REAR VIEW MIRROR:**      Centre situated 750mm or more from driver's left hip.  
Side mirror RHS must be adjustable type
- EXHAUST/SIDE PIPES:**      Acceptable with Catalytic Converters and Heat Shield and hot gas deflecting downwards Max noise 90 Decibels.
- SEAT BELTS:**      Retractable Lap/Sash or full Harness with retractable shoulder straps.  
(F/H Sroff Brand)
- FUEL FILLER:**      Restrictor required 21.6mm to prevent entry of leaded petrol.
- INSTRUMENT LOCATION:**      20Deg. RH or LH of driver for Speedo, Water Temperature and Oil pressure.
- BRAKE WARNING LIGHT:**      May be combined with handbrake light.
- STEERING COLUMN LOCK:**      To be readily accessible
- WINDSCREEN WINGS:**      Not permitted.

These notes collated by the **Club Secretary, Robert Keene**, after RENO MARCHESI gave his talk to the Cobra Club on licensing Cobra's and special vehicles. (Thank you Rob)

## HILL CLIMB – NORTHAM/YORK

Continued from cover page

Having arrived too late to see any racing at Northam, it was onto York for stage two of the event.

The course was several kilometres south of the York townsite on a rather tame hill which allowed for some high speed travelling. Several classes had already run their event prior to the super class event in which Peter Coleman's Cobra was to compete (and compete it did). Peter blew the field apart with some very fast, skilled driving.

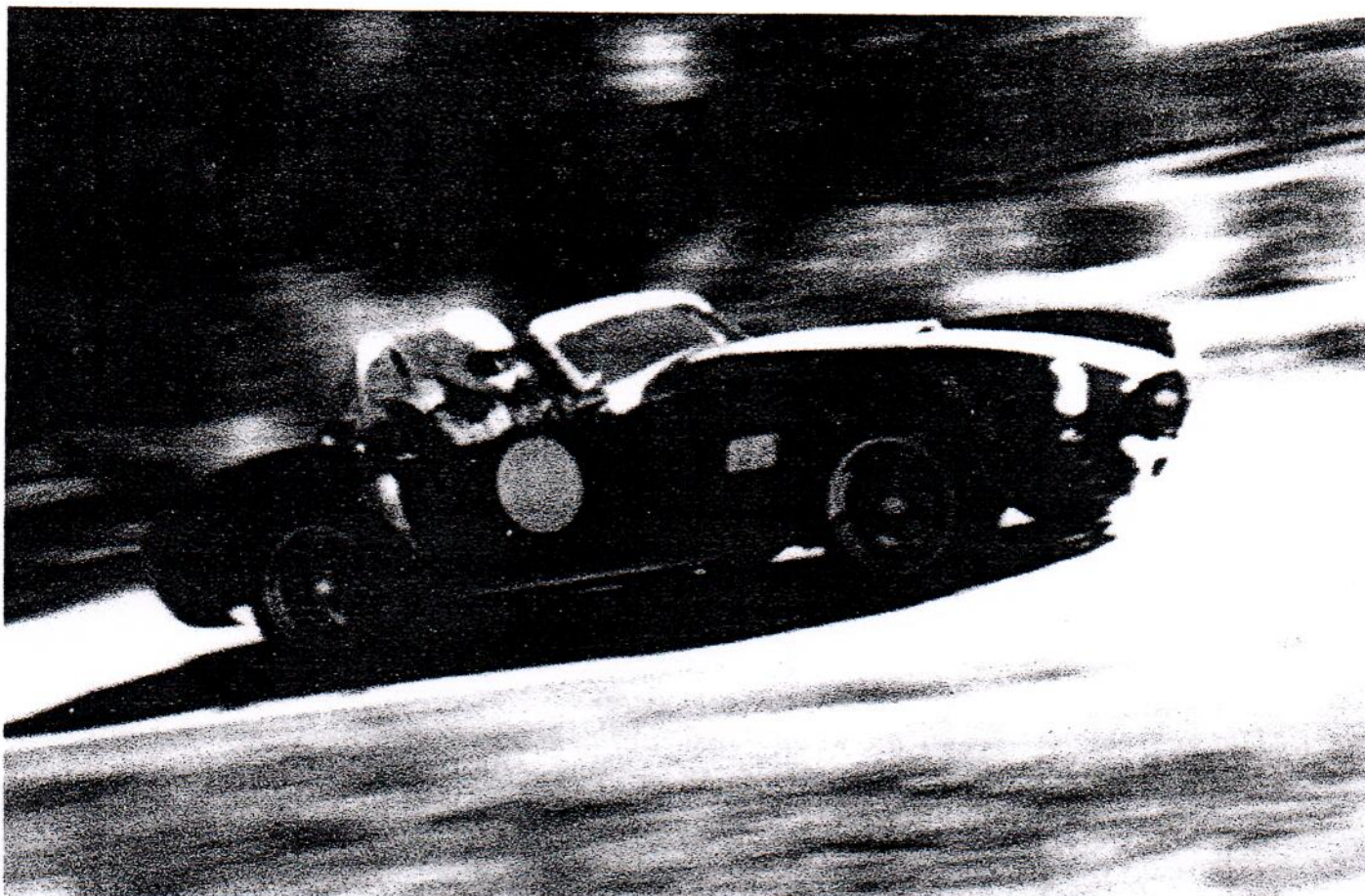
Cars of all makes took turns to charge the hill in a timed run, each car had 5 chances to claim quickest time and it was in the hundreds of a second that separated the times of some of the drivers.

It was impressive to see and hear the Blue Cobra roaring up the hill in the first run and by the fifth run, the little Cobra was literally flying, knocking about 7 seconds off the first run – well done Peter Coleman.

Another sight I enjoyed was seeing a GT40 blasting its way up the hill, a magnificent car powered by a twin turbo charged 302 Ford V8, although at high revs you could hear it miss firing, reason being according to owner-driver, was a rev limiter, cutting in. The car was still very quick and came second to Peter's Cobra.

After a guided tour of the GT40 by the owner I made my way home dreaming that maybe soon my Cobra will be going and racing up hills, one can only hope, at this stage as there is still a lot to do on my machine.

**Harry Mac Editor**



# Marlowe's Classic Car Show

## Whiteman Park on Sunday 14/3

This years Classic Car Show was once again a "Huge Event", with all manner of interesting vehicles (and some dead boring), spread across the Whiteman Park complex. Something like sixty five member Clubs are involved, so there would have to be something happening. Cobra Club had a far superior site this time round, overlooking the Village Lake and right next to a picnic shed providing us with an excellent set of poles for our club banner. On the north side we had the Bolwell Club (including a beautiful MK5 sports racer and various Nagari) and to the south and east the English Fords and Jensens.

Club ring-around started Monday and by Wednesday things weren't looking to flash with only seven starters and several maybe's. Also the weather was not encouraging with a forecast max for Saturday and Sunday of 36C. But when the real thing got under way Sunday, nine racy gleaming growling, all looking like a million dollars, COBRA Roadsters turned up. Well done guys, they looked Great!! Along for the day were Terry, Keith (still stirring) Graham, Murray, Lex, Alan, John, Harry (with the Tucker) yours truly Rob and el presidente Graham.

This year we tried to improve our display by mixing the car colours better and lining the cars up straighter etc. Maybe we succeeded .....? Anyway, we made it on time and were seen.

Despite the earlier forecast the weather turned out perfect with a top temperature of 24C and a gentle southerly blowing. Obviously the crowds thought it OK also, judging by the numbers present.

**Rob Keene**

## CAR OF THE CENTURY

Part 2

### 'COBRA NO LONGER IN THE RACE'

*Well the list of one hundred contenders for the car of the century has been reduced to 26 cars with 22 positions filled by European cars. —*

*The breakdown: Italy ..... 3, USA ..... 4, UK ..... 6, Germany ..... 8, France ..... 5.*

*Interesting inclusions are the Willys Jeep, VW Golf and three very ugly Citroen's, Mustang and Corvette Stingray along with Jaguars XK120, E-Type, Range Rover and only one Ferrari with a special note that not one Japanese or Australian car got a mention.*

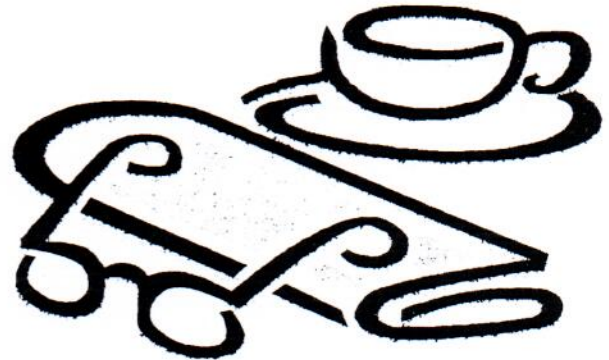
*The Judges belonged to a panel of 135 people who started with a list of 1500 cars but found that only 716 complied with the rules – I would love to know what the rules are(?). Now we wait for the five finalists and eventually the winner, which will be announced from Las Vegas on 4 December 1999. My bet is the Ford Model "T" and personally I hope it is not a Citroen.*

**The Editor, Harry Mac.**

## BREAKFAST AT MANDURAH

By Ron Meechin

Terry Lovell and Ron Meechin were determined to enjoy the spate of excellent weather (pre-cyclone) and spend a relaxing morning touring somewhere along open roads with sweeping curves, just so long as the cars could get out of third for a change!!



After some discussion the two decided that Mandurah sounded an excellent spot to aim for and have breakfast. *Not far from the maddening crown, quick to reach, no rough roads, and plenty of time to get back to Perth and help with the groceries. Well, that's what they told the little lady!*

A few of the lads and lassies were telephoned and asked to meet at the Booragoon Shopping Centre at 7.15am where cars will leave at 7.30am sharp. The first car to arrive was driven by Rob Keene followed by Terry Lovell, Ron Meechin, Keith Ennis and Mike Tingley.

The drive down to Mandurah was excellent with no interruptions, cool breezes and fine scenery down the "Old Coast Road" where we arrived at about 08.00am to an extraordinary morning at the Dome Café – right on the estuary.

The service was delightful and the food was absolutely delicious, especially as we were all ravenous at about 8am. After about three quarters of an hour we left the café and crowd of onlookers, where we proceeded to Ravenswood and Pinjarra (unfortunately one of the cars had to return to Perth, pity the road was under construction with rocks and rubbish strewn about the "road"). Hope the red paint was not too dusty!!

The remaining cars stopped at Pinjarra for another well earned rest break and after about thirty minutes headed back to Perth where individuals returned to their respective homes and uninteresting speed limits.

Although there was not too much feedback, Ron and Terry enjoyed themselves and cleared to cobwebs, until the next 'spin'.

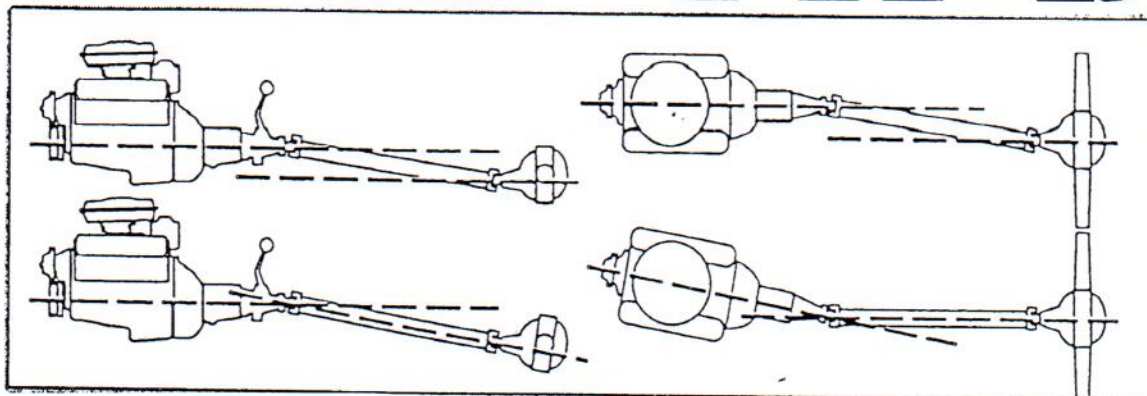
### LATE BREAKING NEWS

**Sad news of Terry Lovell's unfortunate collision with a tree in the York area after swerving to miss a sheep Terry is OK, but the Cobra is a sorry sight, and will need extensive repairs before avoiding more sheep. Bad Luck Terry. I hope the repairs go well for you.**





# TRECH TOPS



## DRIVELINE-LINEUP

When installing the drive-train, make sure the transmission tailshaft is parallel to the axis of the rear axle pinion gear, both in the horizontal and vertical planes, by using an angle finder. Hold the device flush against both trans tailshaft and the pinion gearshaft, recording each angle. A transmission/rearend setup is said to be in phase when the tailshaft is parallel to the rearend pinion gearshaft. If they are not parallel, the driveline is subject to vibration. Vibration translates into friction and heat that breaks down the lubrication and leads to premature failure. Most engines and transmissions are mounted at a slight angle, typically 3 degrees. To determine the correct alignment, hold the angle finder flush against the trans tailshaft and the pinion gearshaft and record the angles. They should add up to 180 degrees for the driveline to be vertically in phase. Remember that in some circumstances you'll need to check the horizontal alignment as well.

## Fishing Story.

Two visitors to our shores, Murphy and Paddy, I wont say where they came from, were walking down the street when they came across two blokes carrying a large fish each. Paddy asked "Where did you get those fish?." and one of the blokes said, "Just down the road, off the bridge."

Then Murphy asked, "But you don't have any fishing gear, how did you catch them?."

The fishermen began to explain how one of them would hold the other by the ankles over the edge of the bridge, then when a fish came along he would grab it, then they would swap and let the other have a go.

Well the visitors couldn't wait to give it a go and set off for the bridge to do some fishing. Paddy had been holding Murphy for fifteen minutes, when he asked how he was going.

Murphy replied, "No, nothing yet, pull me up and you have a try."

So the roles were reversed as Murphy held Paddy by the ankles off the bridge. About half an hour went by, when suddenly Paddy yells out, "Pull me up Murphy, quick!."

"Why have you caught a fish?." asked Murphy very excitedly.

To which Paddy answered, "NO! there's a bloody train coming."

## ANTI-SWAY BAR RATIOS

PERCENTAGE OF INCREASED STRENGTH WITH ADDCO ANTI-SWAY BAR					
ADDCO BAR DIAMETER	1 1/4"	1 1/8"	1"	7/8"	3/4"
1 1/4"	1601%	779%	418%	224%	152%
1 1/8"	1051%	511%	274%	160%	
1"	655%	319%	171%		
7/8"	382%	186%			
3/4"	205%				
	5/8"	3/4"	7/8"	1"	1 1/8"

YOUR CAR'S ORIGINAL BAR DIAMETER

The bar's diameter is the most important factor in picking the right antiroll bar. This chart shows the relative percentage of increase you can expect by moving up in bar sizes. Lightweight kit cars probably will perform well by just moving up one step in size.

SOME THOUGHTS FOR CAR STICKERS


**Of course you're faster,  
*BUT I'M IN FRONT OF YOU.***

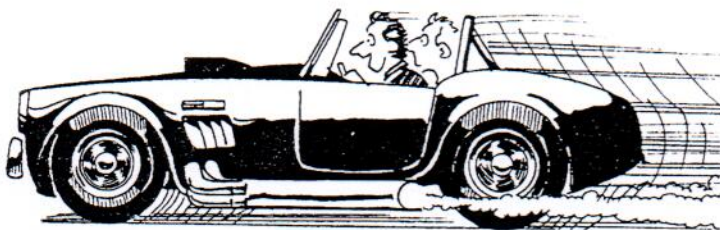


**YES,...*IT'S FAST!***

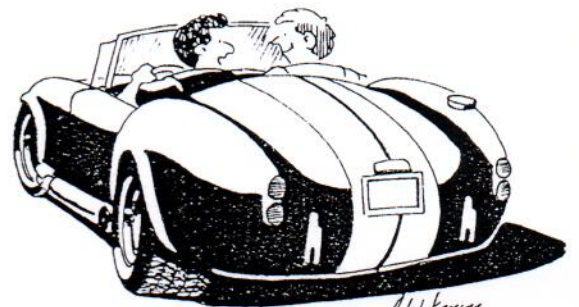
**NO,...*You cant drive it.!***

*The More I Know About Women*

**THE MORE I  MY COBRA**



The best way I've found to describe the performance of this car is with specific parts of the male sexual anatomy.



The only time I have a complaint is when I have to stop and get out of it.

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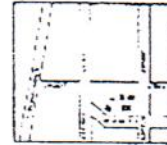
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# NOTES

I would like to offer my apologies for the delay in the publication of this edition of SNAKESKIN. As Editor I have tried to produce an issue every second month, sometimes that is a little difficult, so please bear with me when it is late.

A special thanks to all those who have written articles for the Snakeskin, as this is a great help and makes my job as editor much easier, THANKS.

*Harry Mac.....Editor.*