

THE SNAKESKIN

♣ Cobra Car Club of WA Inc ♣

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TIME GENTLEMEN – PLEASE

Time again to vote in our Cobra Car Club Elections.

If you are currently a financial member you will be able to cast your vote and or stand for a position on the Committee. As there are a number of current committee members stepping down, there are many choices for members to become more actively involved in the running of the Club.

Judging from our last meeting, the response for volunteers to take up positions at the front of the Club was pathetic. A club needs changes at the top so new ideas are introduced. When a club is run by the same committee year in and year out, you find the members complain more about the running of a club and how they need a new President or a new Secretary or a new whatever, but they will never put themselves up for a position on the committee because of “whatever” reason.

If the committee was kept in place for a long period of time by some controlling section of the club, complaints would be understandable however this is not the case in our Club. Therefore, members, I say unto you – “Go forth and have a go, even if it is only for twelve (12) months and be assured there are other members who will gladly assist and support you in your task as a Committee Member”.

Editor Harry Mac

Saturday : Barbagello Raceway

Sprint Day for the Combined Car Club members - a day to have a run at a race track. Laps were timed and the drivers competed against their own times. A large number of cars were present which made a great day out.

Our Club Captain – Peter Coleman – was there with this blue Cobra and made some impressive runs, beating Porsche’s and the like. On about the third run for Peter, at the corner entering the main straight, the car ended up completely sideways and looked like losing it in a big way – but with some *precision driving and too much power*, the car straightened up and fishtailed down the straight for about 100 metres or so.

“Hey! - If you got it – flaunt it!!”. It looked and sounded great as it roared effortlessly passed us at the end of the straight.

On heading back to the pits to ask Peter what went wrong, thoughts in my mind conjured up such things as, maybe oil on the track, maybe sand or maybe swerved to miss a sheep, (sorry Terry – couldn’t resist it).

But Peter’s only excuse was “*Ooops!*” *too much testosterone going into the corner*”.

Would be a nice day for a Cobra run or perhaps see a few more Cobras on the circuit. There were also two Cobra’s in the car park – Ron Meecham’s nice blue one and another that was in serious need of finishing or complete rebuilding. Well I suppose I shouldn’t go on about it – at least he is driving his Cobra!!

Editor Harry Mac

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QUOTE FOR THE MONTH: "Space isn't remote at all. It's only an hours drive away if your car could go straight upwards.".....Sir Fred Hoyle .

AUSTRALIA'S WORST MOTOR CARS

For get the cars of the century – how about Australia’s 10 Worst Flops – just released by The Sunday Times Auto section. Top of the list was the “Lightburn Zeta” considered to be the worst car ever made. It was slow, noisy, unmarketable, uncomfortable, hard to drive and ugly – and they were it’s best features – amazingly only 343 were ever sold.

Holden Camira was the first front wheel Holden. It was regarded as a great Entertainer – just park it in the driveway and watch the parts fall off! Resale was virtually non-existent and considered best for use as a **boat anchor!**

Leyland P76 –my favourite car for bagging – I remember back in 1973 when the car was a BIG secret before it was released. How the “Hype” portrayed it as an all out “*Concept Car*” with power and sport styling to leave the **Falcon GTs, Holden Monaro’s and Valiant Chargers** for dead. Motoring magazines had blurred photos, secretly taken from the ‘proving grounds’ and it looked great. I could hardly contain myself with the excitement as the release date approached. When the day came I gazed in disbelief thinking the media had made a mistake and had filmed the wrong car – but No! this was **IT**. What an oversized, ugly heap of junk, needless to say the car buying public thought the same. and it **WAS Australia’s greatest Flop!!**

Morris Marina – also went the way of the P76 with a very ugly ordinary car with very poor quality. **Chrysler Centura, Ford Contina 6-cylinder, Ford Landau, Datsun 120Y, Holden HQ** and the early **Torana’s** all came in for a severe bagging by Neil Dowling of the Sunday Times. They all lacked quality.

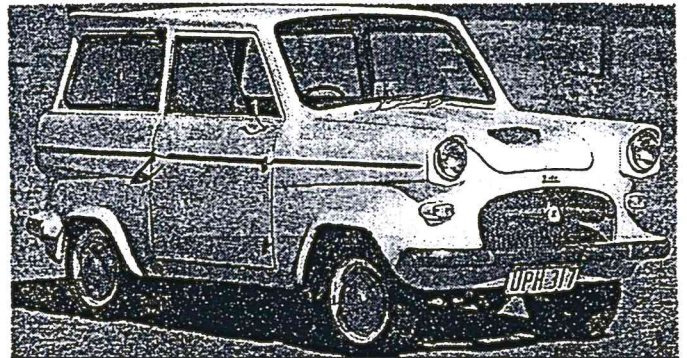
I found this evident with the people I knew who owned these cars, everything on them just broke off, faded, ripped, rusted or just wore out – very fast.

Cont:

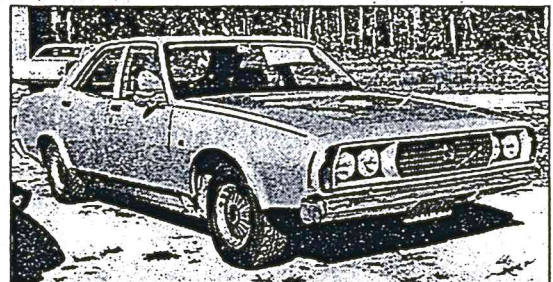
Editor Harry Mac

One that could be added to the list was the **Holden Gemini**. My brother bought one of these cars brand new when they were released. It caused him no end of problems and myself a lot of wasted weekends fixing the Bloody thing. Corrosion in the body and the motor was unbelievable, the boot floor went in under 12 months, even our attempts with bitumen paint would not stop it from rusting. Head gaskets every six months. We finally “tarded” it up after 18 months and passed it on to some poor unsuspecting buyer who sang the praises of the **Gemini** and was glad to get on in such good nick!

WE never say him again – thank goodness. Cars seem to be a little better now compared to the 70’s and 80’s when everything was guaranteed to rust right before your eyes.



Lightburn Zeta: Possibly the worst car ever made.



Leyland P76: Ugly looks and gross size.

WANTED

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“IT’S COOL MAN, REAL COOL”

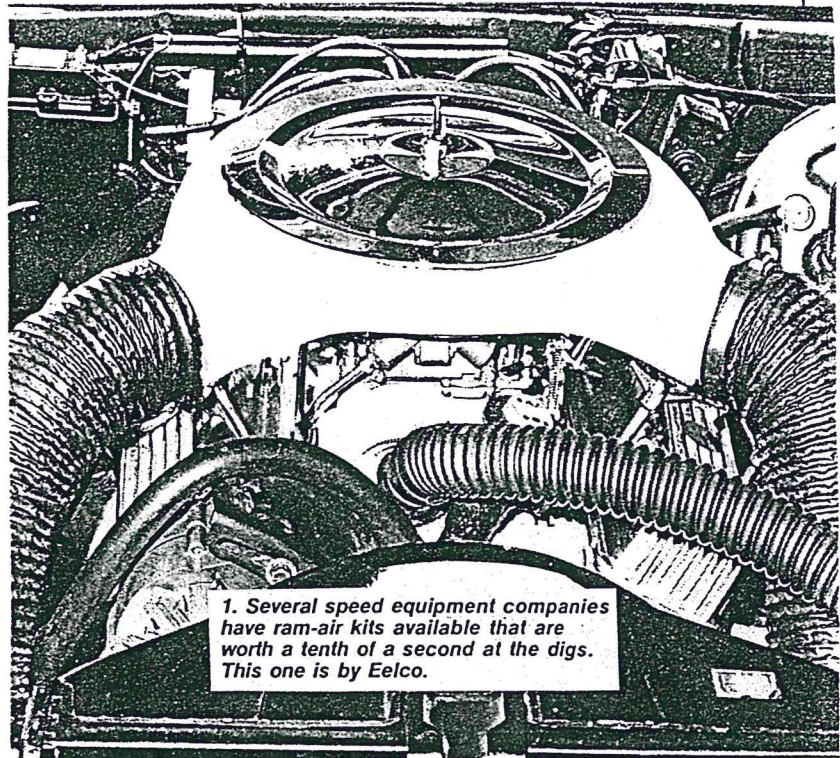
A basic principle of science is that most things expand when heated. This includes air, and when it is heated, a given volume of air will be lighter. The reverse is true also when air is colder, it is heavier and denser. For the purposes of your engine then – colder air results in a denser air/fuel mixture, which in turn results in more efficient and powerful engine operations – an ideal situation!

Unfortunately, your engine gets most of its air through an air cleaner whose inlet is right next to the engine and towards the front of the engine where the radiator is. When the hood is closed, temperatures in the engine compartment rise rapidly and with the air clean in such a location, all it can pick up is hot, stale underhood air. So any system that brings cooler air into the carburetor is of benefit.

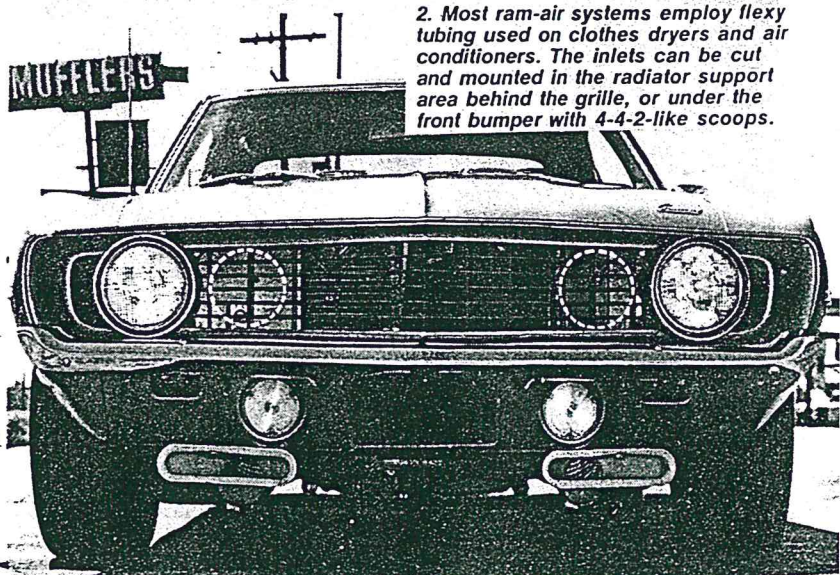
Another drawback of the stock air cleaners on most cars is that, in most cases, they cannot flow enough air for high-performance use. That is why there are so many kinds of smaller better looking and less restrictive air cleaners on the after market. There are two kinds of filter elements used – foam and paper. The foam elements have a big advantage – they are indefinitely reusable because they can be washed. The pleated paper elements are said to do a better job of filtering out small dust particles, but are generally thrown away when they become dirty. You can purchase these low-restriction air cleaners for \$2 to \$15 depending on the size of your carburetor and how big an air cleaner you buy. Most are available in low-profile models for cars with limited hood clearance.

Getting cooler air into the carburetor is accomplished in several ways. Factory super cars, in many cases, have functional hood scoops and air cleaners that pick up right from the underside of the scoop. You can buy kits for most cars to convert to such a system. But for those who either don't want to cut a hole in your hood or just want to keep the car stock appearing on the outside, an under hood system will do the trick. **To be continued.....**

An article from an old hot rodding book.



1. Several speed equipment companies have ram-air kits available that are worth a tenth of a second at the digs. This one is by Eelco.



2. Most ram-air systems employ flexy tubing used on clothes dryers and air conditioners. The inlets can be cut and mounted in the radiator support area behind the grille, or under the front bumper with 4-4-2-like scoops.

SHANNONS

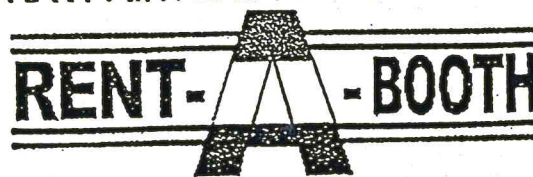
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NOTES

Cobra's needed for the Editor's Sons wedding have been cancelled until further notice, thank you, to those who kindly offered.

Tonight is the last night to get the monies in for the tee shirts, failing to get the numbers could see the whole deal go down the drain.

*Next meeting 22nd September
1999*