

# "THE SNAKE SKIN"

Volume 1, Issue 3  
April, 2001

## EDITORIAL

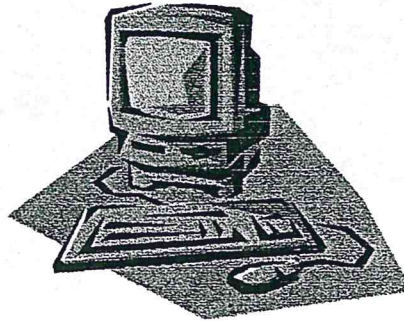
Don't time fly when you're having fun.....sunny days, open roads, fast car and great company (speaking of other club members here, ok!). Just about to all come to an end with the onset of the wetter months looming.

Some of us have already put ourselves into semi hibernation, for a variety of reasons, sold the car (Terry Lovell), engine broken (mine) or just decided to do some upgrades. However, there will still be those of the Club that will no doubt be out there in all sorts of conditions enjoying there cars and why not.

Since January there have been a number of Club events, such as the Club Runs (of various categories) and the annual Whiteman Park Car Show. Great to see such numbers turn up for the Club activities with members coming from areas far and wide to attend and have a great social occasion.

The monthly Club meetings have been well attended by members and the odd BBQ before the meetings has brought a lot of Club members together for a bit of a chin wag and informal meeting/greeting of potential new members come *Cobra* builders/buyers.

Speaking of meetings, the Club's Annual General Meeting will be coming up shortly and all positions of the Executive/Committee will become vacant, so if you are thinking of putting your hand up for a position please do so. The Club needs committed persons for the Executive/Committee to enable it to grow and most importantly support all Club activities, interests and



I am having my say.....OK!

## SUNSET CRUISE AND DINE

Ten *Cobras* with passengers/wives and one white 4x4 with green stripe (and the wife) turned up at Hamburger Hill for a 5.30pm start.....the Club Captain came late. So in the end eleven of us (and one 4x4 with wife) took off for the freeway and through the "Polly Pipe", heading north. What a sight and sound display, looked great.

Down to Hepburn Ave, then regroup in a coastal car park for pit stop and watch the sun setting. Plenty of the locals came out to see the cars while we parked to have a chat etc. Then off again along the coast, through Cottesloe, left over the rail line into Stirling Highway for a stop at a hamburger joint for nourishment and more chatting.....(mostly by the wives of course).

After tea onto King's Park for final destination, after that please yourself.....great run. Do it again?

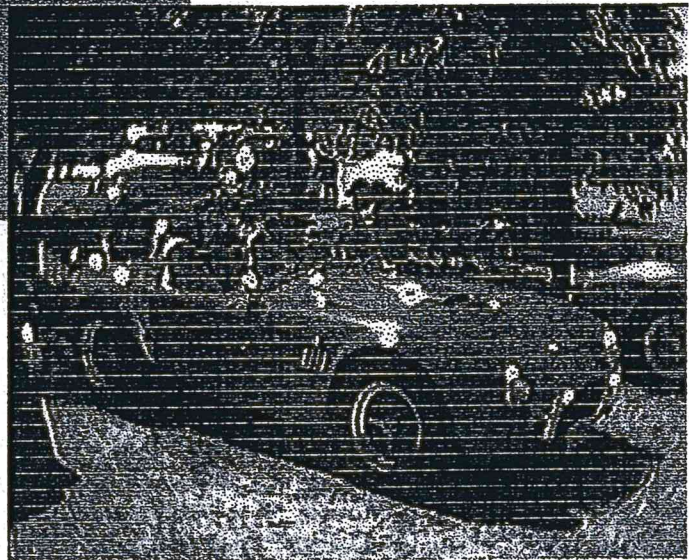
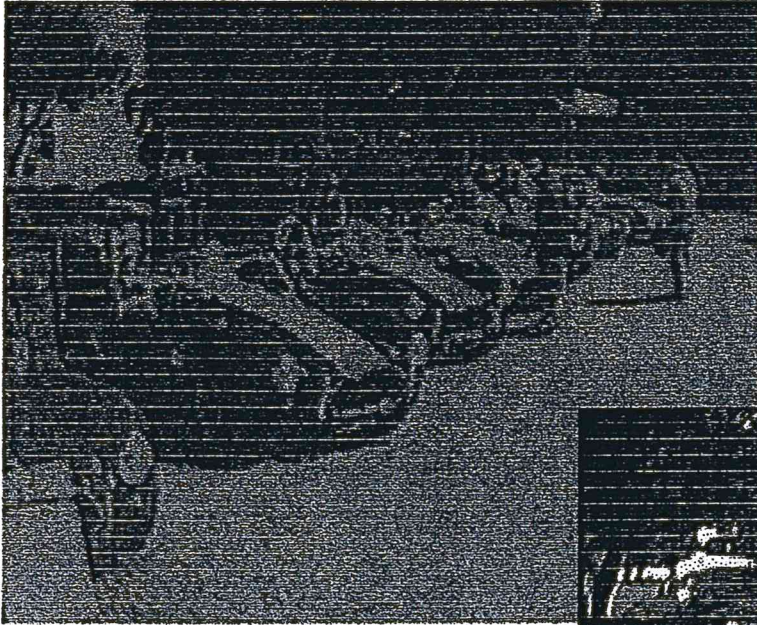
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### Special points of interest:

• Annual General Meeting coming up soon. If you wish to nominate for a position give it some thought. Also should you wish for changes to the constitution, write them up, dated and signed by yourself and seconded. (Both signatories must be financial members)

# WHITEMAN PARK ANNUAL CAR SHOW

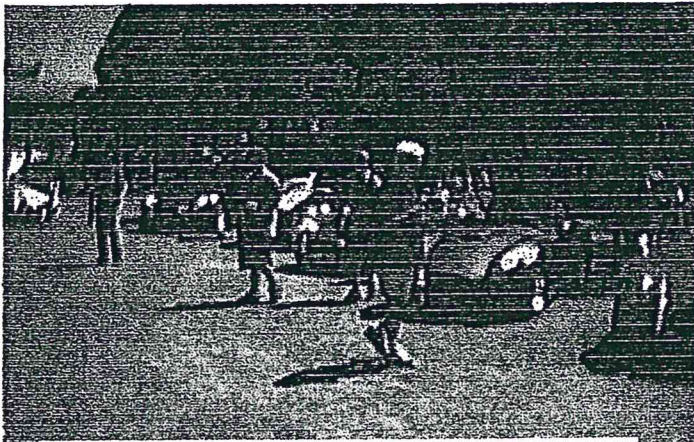


## What a great looking lot of cars

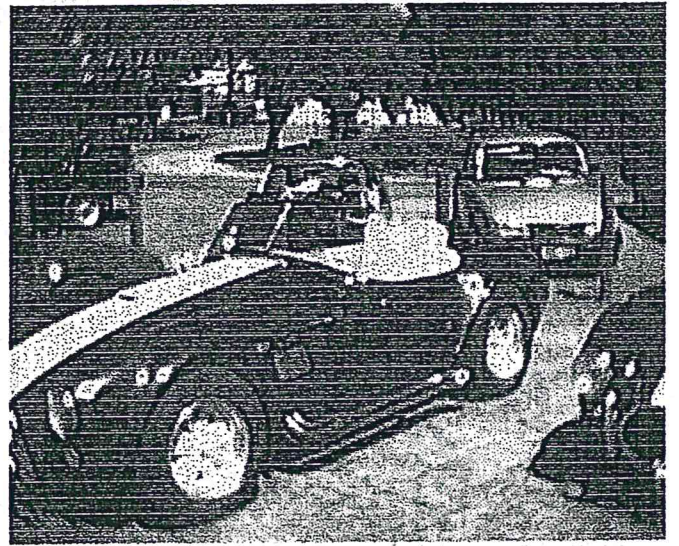
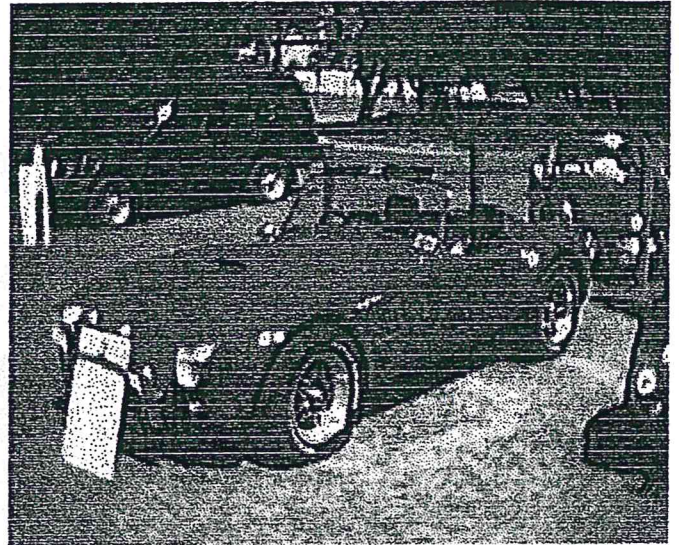
WOW, what a car show this year at the Whiteman Park complex. The organiser told me that there was some 1300 cars on display plus the Trade exhibitions. All in all the organisers should be congratulated for a job very well done and pats on the back to the management and staff of Whiteman Park also for their efforts.

Myself and Graham Sach (President) took the time on the Friday to go to Whiteman Park to see just where we were to display our Cobras and get a good look at the amenities that were available to our Members on the day. We also arranged at the time with the Park management to camp there overnight on the Saturday.....no problems just make yourselves at home so to speak. We did this so our spot would not be invaded by others.

The President and myself armed with all our camping gear and cars set up the base camp at about 7.45 pm on Saturday night. Out with the portable barbie on with the sausages, eggs, tomatoes, steak, oh yer the onions. Drinks time about now.....Black Douglas for me, VB for him. With the daylight diminishing, out came the portable gas light and yep wouldn't you know it, gas was running low so the intensity of the light was a little dim (I forget to fill the gas bottle). Anyhow after a meal, drinks and solving the Clubs problems, the Prez spies something in the roof of the gazebo above "Fluro lights".....surely there can not be a light switch I hear you all asking. Yep, sure enough, not only light switches but also power points as well, by now it is about 10.00pm (Next year Fridge, TV will be going)



Club member Allan Gibbison among the cars



Anyhow off the bed for a good nights sleep, The Prez in his 3 man tent and me, on the air mattress behind my car and under the car cover .....nice and cozy. Tossed and turn most of the night, or just laid there and looked at the stars. On the odd occasion here the thump, thump, thump of the roos as they came to see what's happening. Loud noises from the Prez's tent kept them at bay thank goodness

Early rise in the morning, as the other car clubs began to arrive at about 6.00am. We both quickly marked out our bit of turf and began making brekkie.....sausages, bacon, eggs and toast washed down with a coffee....we even fed our neighbours.

At about seven thirty the first *Cobra* arrived followed by thirteen *Cobras* on the day. Plenty of interest by people. Talked to quite a few who would like to build a car or are currently building a car, may have got a new member or two. The area we were assigned worked out very well for the Club display and caught the eye of people some distance away. I did notice the judges spent a bit of time looking over our Club's efforts.

Most members parked themselves under the shade of the trees and quietly observed the world passing by, laughing occasionally at Keith Ennis's one liners.

I would like to thank all the guys that took the time to put their cars on show, it was a great display and gave our Club great credit for the quality of cars we take pride in building/maintaining. Next year more for bodles the sleepover and drinks.

## CLUB "WEB" PAGE NEARLY UP AND RUNNING....LOOKS GOOD

The "Committee" has viewed the Club "web site" that has been produced by Club member Tony Forder.....Well done Tony looks great, top effort. At this stage of proceedings the site is in the "development stage" and all feedback is requested to be directed to Club Captain, Rob Keene who in turn will liaise with Tony on this project.

There are still some issues to be finalised, such as costs, alignment to the National Cobra Web site etc and what do Club members want as a "Club Register of Members" (your personal details) to be posted on this site.

The Committee has a concern as to the details of Club members being posted on an adhoc basis. It was therefore suggested that each Club member fill out a *form* (similar to the Club Membership Application) and for each Club member to fill in the appropriate details that they themselves wish posted on this site.

Remember these are your personal details of contact to you through the "Web". This form does not have to be filled out in every details, only the information that *YOU* wish to display on this site.

Use the form below (photocopy if you require) and "give", "mail" to CLUB CAPTAIN, ROB KEENE.....Check out Club "WEB" address on back page.



Yes, we are still looking into it.....the "web" that is

## RUMOURS HAS IT

### Rumour number 1:

Terry Lovell has sold his pride and joy (*Cobra* that is) to a bloke from Mandurah. Apparently this bloke took a shine to Terry's car at the Whiteman Park Show and made an offer to good to refuse.

This is Terry's second car that he has built in the past 3 years or so and asked what he will do now for a thrill.....thrash the home car around I suppose or just hitch a ride with one of the other members on club runs etc.

*Editors note: I reckon he build a new one soon.....hey Terry!*

### Rumour number 2:

Yep, I have heard it said that (you'll never believe this) the Club Captain, yes the Club Captain broke down yet again with the same fault.....the noble steed wanted to "relieve itself", couldn't find a tree, so did it on the road instead.

I understand that this problem of water retention has now been finally solved with the appropriate clamps/hoses and glues.

### Rumour number 3:

Club Prez woke from his slumber at Whiteman Park with 3 new friends.....Kangaroo ticks.....yuk Prez.

## Your details to register for the "Club web site"

NAME.....

ADDRESS.....

.....POSTCODE.....

PHONE (H).....(W).....(MOB).....

FAX.....EMAIL.....WEB.....

CAR DETAILS

MAKE.....MODEL.....YEAR.....

ENGINE.....TRANS.....COLOUR.....

REGO.....CAR PICTURE.....YES/NO

**COBRA CAR CLUB OF W.A.**

John Harper  
9 Springside Crescent,

Phone: 08 92988002  
Fax: 08 92791838  
Email: harps1@iprimus.com.au

*Oh what a car!*

My 29 year old son took the car out to the local wineries to impress the young ladies (no he didn't drag it).....just as he was parking it there was a rattle from under the bonnet. Quickly the engine was turned off. Anyhow a few wines later, a young lady in tow and ready for that Cobra feeling he tried to start the engine.....more rattles and no brum, brum. Got it home on a tow truck, pulled off the heads.....No piston at all in number one cylinder just a conrod and gudgeon pin.....bliiiiiggggg bloody holes in cylinder wall.

Anyone got an engine for me?

The Club "WEB" address is:  
[http://home.iprimus.com.au/  
alien\\_industries/index.htm](http://home.iprimus.com.au/alien_industries/index.htm)

**SOUTHERN CRUISE....  
JOLLY FROG**



This run was organised by Club member Colin Rainbird and Rob Keene, with a twist, had to have a navigator and "prizes" to be awarded to those who can read road maps and give directions. (The blokes should have won this event, however).

Usual meeting place at 7.30 am (MacDonald's, Forrestfield) Colin gave out all instructions and heads off

to the finish destination (The Jolly Frog Restaurant Mandurah) thinking to himself.... yer 2 hours and they should all be there.....First car arrives 1 1/2 hours later. Bit of low flying seems to be happening. Great fun was had by those attending, with brekkie at the Jolly Frog and then make your own way home.

Winners Outright: Mike and Kerry (wife) Tingely (The first lady I know of that can read a road map).

First Cobra home: Keith Innes

Navigators Prize: Kerry Tingely (Editor: what more can I say) I here a story about a fallen tree concerning the Ron Meechan/Graham Sach combination.....need more info on this one for the next edition.

**Late edition to the "Rumour has it"**

Certain wannabe racer coming back from a Collie event in his super fast Cobra decided to take some of the back roads back to Perth. Anyhow this wannabe racer was tootling along at about 150, give or take 10k's, when he notice the steering was a bit off. Deciding to pull over and not continue, did an inspection on the front wheels etc. Yep, you guessed it.....seised wheel bearing.....near melted to the axle I am told. Good one Pete.

Another member has sold his car to make way for the new house he just shifted into. The car has gone to a new owner just around the corner so Graham Ullock can visit it as often as he likes.....even polish it to, so the new owner / Club member says.

It is also said around the traps that a certain manufacturer is producing a brand new body style, close to the original.....Is Terry L g to build this one?..... We all wait and wonder.

Mike Tingely has also sold his beast.....

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# KEEPING IT COOL

*(Editor: Got this article from a Rod mag.)*

At the risk of stating the patently obvious, the most important thing to realise is that an engine needs to be a certain temperature to operate at peak efficiency: 75 to 85 degrees C is a good range for your average V8. Reasonably high considering that water boils at 100 degree C.

## Rip the thermo out and chuck it?

Agreed.....? Wrong! The function of this item is twofold. First, it's there to circulate water within the engine block and get the engine to operating temperature as soon as possible and once this temperature is reached the thermostat opens up to allow water to pump through the radiator to be cooled. By removing the thermostat you are shortening the engine life drastically

The second main function of the thermostat is to maintain back pressure in the system. This back pressure forces the coolant against the inner surfaces of the water jacket, increasing the heat transfer capability. Later models engines with fuel injectors and computers also require correct operating temperatures to work at full efficiency. If the engine's running too hot or too cold the sensors become confused and cause the car to run roughly or, worse, release excessive emissions.

## Capping it off

Radiator caps are available in many operating pressures. The pressurisation of

the cooling system helps to increase the boiling point of the coolant. It also causes most of the problems. The pressure cap allows some water to escape as it expands. This water either flows out onto the road or into a coolant recovery tank. As the water cools it contracts to leave an air space of up to 35 mm in the top tank of the radiator. If a recovery tank is fitted it will stay full but change the level in the tank. It does this via a second small valve in the cap. This valve is operated by atmospheric pressure which is 14.7 psi (1 Bar) or (100kpa) at sea level.

If the level in the coolant tank never changes it's a sign of problems, like small leaks, somewhere in your system. Some early model engines use a low pressure cap (7 lb) and will not tolerate higher pressure caps without heavy duty radiator and heater cores fitted.

## The core of the matter

Radiators come in many size and types. The standard core fitted to your average car has two rows of tubes to cool the water. Auto trans and air conditioning use a three core radiator. Heavy duty cores are available with four or five rows either staggered or in-line. Materials used these days for radiators include alloy and plastics.

Problems with plastic tanks is that they break down from exposure to UV light, gasket failure and a tendency to warp. The alloy cores are not as strong as copper or brass and have some pressure

handling problems, that is they blow out and warp in some cases. The alloy's resistance to corrosion is another area of concern.

In some cars, especially those with engine transplants, it's not possible to fit the radiator higher than the engine. It's advisable to have the filler neck at the highest point to eliminate air locks in the system. Sometimes the filler is mounted in the top hose, sometimes on the thermostat housing, but the best way is using a remote pressure tank. This tank must be fitted as high as possible, higher than the engine's highest water jacket, which may not always be possible with an over-the-counter tank, so a custom tank must be made.

## Let it breathe

To cool the water properly the radiator needs good air flow. Some front spoilers may cause an air dam arrangement so that at certain speeds a cone of air builds up in the front of the radiator. The solution is remove/modify or make some kind of ducting to direct air to the radiator. Further complications can arise from the fitting of engine and transmission coolers and so on placed in front of radiators. These are usually OK if fitted close together, but a large gap between them can cause air turbulence and disrupt air flow. The engine side of the radiator can cause problems to. If the fan is not fitted to within 30mm-45 mm of the radiator.

PART TWO NEXT EDITION

(Water Pumps, Fans etc)

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