

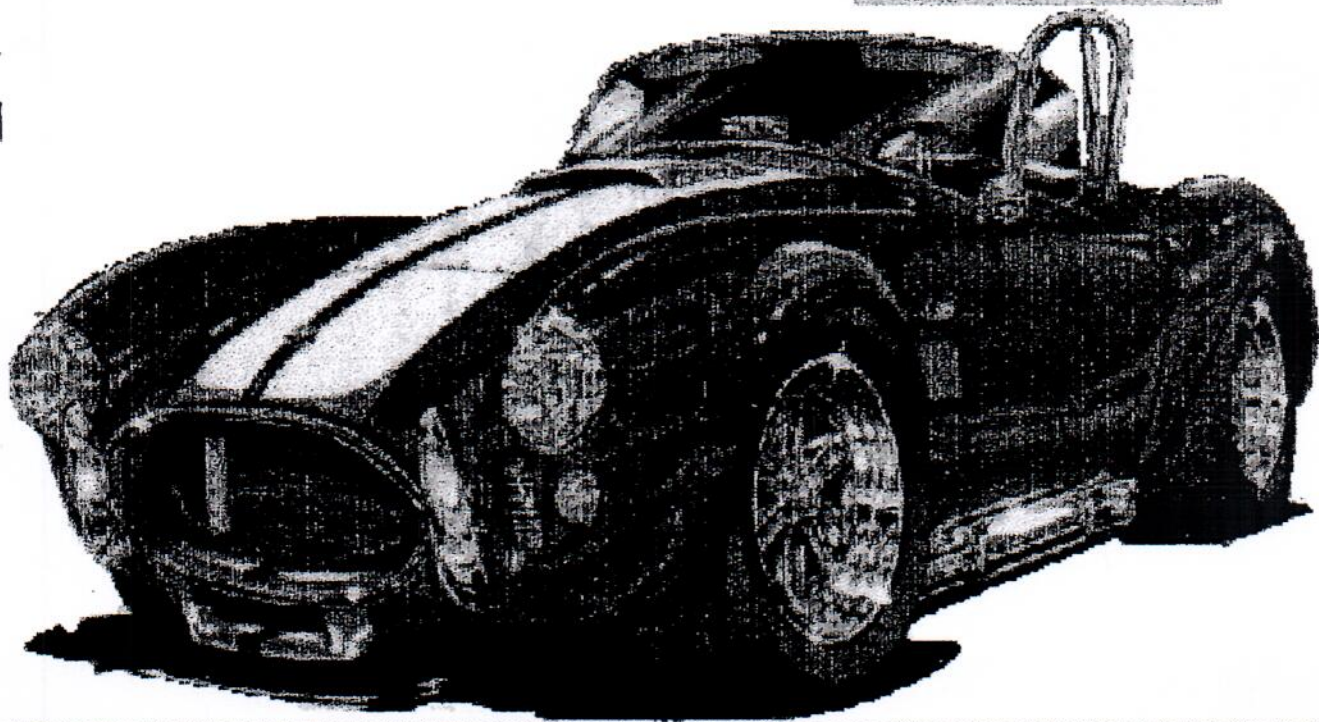
**COBRA CAR CLUB OF
WESTERN AUSTRALIA**

THE SNAKE SKIN

Fangs and all.....

Volume 2, Edition 4

August 2001



www.cobracarclubwa.com



DOWN SOUTH AND TURN LEFT.....COLLIE RUN

Well after an invitation to "navigate" from Rob, what a fun loving lad with Cobra blood in his veins could resist a ride in the country. Picked up at 7.00 am and off we go and a short time later meet the other intrepid snake owners at Macca's, Forrestfield.

Five cars with drivers and four passengers take to the road. Or I should say, after one silver Cobra did laps of the local area then ended up next door to get fuel we were on our way. Now as a newcomer to this experience, 3 hours in an open car at this time of day without prior knowledge of the extra necessities, ie belaclava/beenie and gloves, I have worked out why the women seem to stay away in droves. Luckily I had a jacket which kept the body temperature at a reasonable level. However, the cold was a minor inconvenience compared to the thrill of being on the open road in a car I've wanted a ride in let alone own.

When Harvey township came along we decided to stop for coffee, maybe thaw us long enough to tackle the dash to Collie. Well I gotta tell you all if I hadn't enough thrills for one day, my driver wanted a rest and I got to drive his beast to Collie. Not one minute of the time at the wheel was disappointing, in fact I was on a high till later that night. Thanks Rob. Anyway enough of my personal triumph, we reached Collie and on to Crosby Vickers house, Where a Cobra bonnet marked the way. Coffee and cakes waited our arrival. Thanks Crosby.

The body was resplendent in its gelcote, with front lights fitted. To the back shed and Crosby's chassis, with diff, front brakes, steering rack mounted and looking like there has been some work done. Paint looks good.

On the move again, some lunch in town and then onto the POWERHOUSE SPRINT CIRCUIT just out of Collie. This is part of the old Western Collieries mine site services buildings and haul pack roads which the locals, including Crosby have put time and effort into. Turning it into a complex to run a variety of black track racing classes. To later on include a 1/8th mile drag strip.

Again thanks Crosby for organising a run around the circuit. I have been told, one member has already exceeded the limit for one of the corners (not true is it Pete?). All aside, in October this year they are planning to have a racing weekend. Back to Collie and drop off Crosby and refuel the beasts. We decided to return to Perth via Quindanning and Crosby led us out on the right road on his two wheeled death machine, leaving us to our own devices 10 or 15 km later.

The trip back was uneventful except for the rain around Quindanning and one reptyl racing machine needing more fuel. He was OK under the roof of the petrol station that's when I found you don't get wet in a Cobra unless your stopped.

Thanks to Rob and Crosby for a great day.

Tony Forder

Motorcar Photography Tips

<http://www.cobracountry.com/fototips/home.html>

- Clean your car and tyres thoroughly; give your tyres a rub-down with Armorall
- Schedule your photo session very early or very late (just after dawn or just before dusk)
- Carefully position/rotate your car so that you've got evenly-distributed sunlight over ALL the surfaces of your car facing your camera (the grille, the "chin", the tyres, the sides). The sun should be directly behind you, warming your backside and illuminating ALL of your car. Are we clear on that? Colour photography is about LIGHT, NOT SHADOW.
- Crouch down and shout at headlight level. Take some shots with your headlights or parking lights ON. The doors and decks should be closed; if you're shooting for an ad, don't include models (people) in your photos.
- Use a "normal" focal-length lens, or set your zoom lens accordingly (avoid wide-angle and telephoto settings).
- Make sure you're close enough to your car to "fill the frame" with automobile, NOT real estate.
- Beware of ugly shadows and reflections on the paint surface (especially, avoid the chaotic shadows of shade trees!)
- Use your flash for ALL engine and cockpit shots. Steering wheel straight, tilt column down, sunvisors (on-roadsters) in horizontal position. Spotlessly clean carpet and upholstery. Wide-angle lens okay for these shots.

Is that simple enough? If you'd like a few more pro tips, go to the web site I have given at the start of this article.

*I wish I was a glow worm,
A glow worm's never glum.
Cos, how can you be grumpy,
When the sun shines out of
your bum!*

Editor: Let's all be glow worms?

EDITORIAL

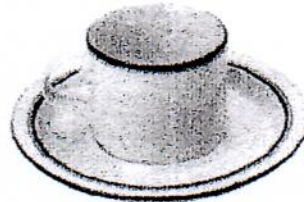
Well here we go again with another new Club year and a new Committee. It's too late now to change your mind or your vote, so get in there and give the Committee/ Club your full support for the forthcoming years activities.

I thought, new Committee, now there's a change, why not a new look for the Club magazine. So, what do you think?

Need more businesses to place a small advertisement in our mag for a small fee. (Any takers).

I would like to take this opportunity to remind all members that if you personally do not like certain

Club activities, others may well do. So listen to what is going on around you and support ALL activities organised by those who make the effort to get things done, so you have something to do with you



toy and somewhere to play with it.

Since our last Club newsletter there have been a variety of Club activities .

Most very well attended, all widely publicised. Fortunately I have received plenty of information from various Club mem-

bers who attended these activities and you can read their comment in this issue. Again, please, please remember I need the information so we can spread the news/ gossip to all Club members, north, west, east and the deep south.

For those that are nearly there with building their Cobra, renovating or repairing, it is not to long for the warmer weather, sunshine and open roads again. So be good boys/ girls and get all those jobs around the house that have to be done, finished. Then you can go outside and play with the other big kids.....OK?

See ya around.....

YANCHEP RUN

Can I, can I, please Wayne, please, lead the way. I know how to get there, please, please.....OK then., Wayne says.

Seven Cobra's, at late notice, met at Macca's with wives and other -passengers for a relaxing afternoon cruise. Tony Roskell was like a big kid on Christmas morning after not having had the roar in his ears and the wind in his hair (has he got hair?) for what seemed like a lifetime to him in Cobra years, but was only four months. With the big kid leading the snakes we weaved our way to Yanchep.....yes Tony, Yanchep the one way, way before LANCELIN.....via Bullsbrook, Wanneroo.

Whoa.....hey Tony you've gone to far, turnoff is here.....After drinks, snacks and watching a setting sun, captured by Brian Planks excellent photographic skills the crew headed back via Wanneroo Road. A good time was had by all.

Next time Lancelin Tony, OK?

Keeping it cool Part 2

Fans

Older cars were fitted with two or four-bladed fans. These were notoriously inefficient and should be replaced. Flexible steel or fibreglass fans should also be given the flick. Why? Because they're bloody dangerous, that's why. These fans have been known to let go at high speed and damage engine, radiator or body panels. They have also been known to let go while someone was leaning over the engine. Never reach over a fan with the engine running.

The best fans to use are multiblade steel or moulded plastic fans. Most good engine shops have them. All fans use engine horsepower to drive them, so a lot of vehicles use a freewheeling hub. These are a great idea because they're only locked up to drive the fan when the engine is cold enough to need it. As the engine warms up, the fans freewheel, using little or no engine power. You can buy the hubs to fit to some engines that weren't originally fitted with them, but

check first. The added weight of the hub may be too much for your water pump bearing.

Electric/thermatic fans are another solution to fan/space problems. These can be fitted in front or behind the radiator as a main fan, or as a booster when using air-conditioning. They're available as single or double fans and are switched on by a thermostat or temperature sensing switch. The only disadvantages are all the connections, switches, wires, and so on, which require constant inspection and cleaning to ensure their continued operation. Because they do not require engine power to operate, they use little or no horsepower to push or suck air through the radiator. They also only operate when required.

Now we're really pumpin'

Water pumps are engine-driven in most cases. There are electric drive kits available, but they're not recommended for street use. They drive at a constant speed which may not be sufficient for sustained

high-speed or high-load work.

The job of a water pump is obvious, but there are certain things to be checked to ensure maximum efficiency. The vane or impeller of the pump should be made from pressed steel. Some are cast iron or alloy and don't work as well. Ask your radiator shop if pressed steel impeller pumps are available for your engine. The distance between the back of the impeller and the engine block or back plate of the pump is critical to pump performance. This distance can sometimes be reduced with machining, the use of thinner gaskets or building up the backing plate of the pump with metal and flat machining.

Belts are necessary evil and must be kept in good condition and correctly tensioned. Some new vehicles, especially those with serpentine belts, will not cool or charge if the belts are not perfect.

Clips, clamps, hoses and tubes

Probably the most overlooked and easy-to-

-maintain items in the cooling system are the hoses and clamps. Hoses can deteriorate and it's just a matter of time before they blow. Be careful if you use braided cover for your hoses; look great but can hide a problems until it's too late.

Clamps too, can be a major cause of trouble. There are many different types, but the best are the worm drive with a smooth round shape with no shoulders or sharp edges.

Coolants, inhibitors..... creek water?

There are so many schools of thought on this. Water is fine but it does have its problems. Water boils 100 degrees C and it contains some minerals and chemicals—not to mention other contaminants—which may damage your cooling system in some way. Water also freezes, which can be fatal to a cost iron block. Not such a problem in our sunny climate.

Anti-freeze is water mixed with ethylene glycol. There is no way you can prevent anything from boiling, given enough heat. If your car is boiling there's something causing it. All the so-called anti-boil does is raise the boiling point a few degree, but that can cause more problems than it

solves.

Inhibitor in your cooling system is an absolute must. It is designed to inhibit rust and corrosion. The use of Afloc brand sodium hydroxide is recommended by some radiator specialists. This product is more environmentally friendly than ethylene glycol-based products which cause severe damage to water and earth.

Corrosion in an engine is partially caused by electrolysis, an electrical process which happens in the presence of water, chemicals and unlike metals. Some coolants state on the bottle that they stop electrolysis. More rubbish. The only way to stop it is to drain all the coolant then you can't drive the car.

If anything will corrode in your engine bay, chances are it'll be the neck of the thermostat housing or the water pump. While this can be annoying, then how much worse it would be if it was your alloy heads or manifolds.

Putting the seal on it

Thermostat housings need some form of gasket to help them seal, likewise water pumps. They will also need some kind of sealant. Silastic is perfect, but use only a light smear to avoid

filling up your cooling system with silicon worms—the bits of excess sealant that drop off and find their way into your radiator core. For threaded fittings and welsch plugs, Permatex or Stag is fine, allowing sealing without gluing.

Under no circumstances should you put any form of sealant on hoses. If they don't seal against the radiator or pump necks then they need either replacing or new clamps, or they're the wrong size. If you are silly enough to use sealant on these bits you'll kick yourself when the time comes to replace them. They won't move.

Gauges, idiot lights

Factory gauges—yuk! Built to a price and recipe and as accurate as the Federal Budget. Buy some good ones for this important job. Better to be warned than early than sorry.....

**Coming attractions
for the next edition:**

**"The Kiwi Cobra
Man"—John Ohlsen
story**

Cobra spits venom

AC, which has the distinction of being Britain's oldest car firm, is celebrating its centenary.

The early days were rocky. Oh sure, an AC was the first car ever to cover 100 miles in one hour and there were a number of competition victories, but usually the company was teetering on the brink of financial collapse.

It seemed certain that one day it would join Humber, Riley and all the others in the dustbin of history.

But then, in 1962, along came the Cobra. This unbelievable car was created by shoehorning a giant American V8 engine into a light-weight British chassis.

And then clothing the finished product in perhaps the best-known and best-loved sports car shape of all time. It had only been around a year when one of these monsters was spotted going up the newly-opened M1 at 186mph.

An appalled government responded by introducing the 70mph limit we still have today. Since the AC has been through a number of different owners, all of whom have tried to introduce new cars. AC even made that pale blue invalid carriage.

But it was hopeless. AC does not just make the Cobra. AC is the Cobra. Trying to do something different is like Harry Ramsden's trying to launch a curry or a pizza. It might well be very nice but it's not really the really thing, is it?

Over the years, I've driven a selection of Cobras; replicas, the real thing, modern ones. Ones made from plastic, ones made from aluminium, ones powered by Ford and ones powered by Rover.. And they've all been unified by a single common bond. They've all been utterly horrid. Trying to drive a Cobra—any Cobra—is like trying to manhandle a piano up a back staircase.

You have to kick the gear lever to swop cogs, you need arms the width of a birthday cake to turn the wheel and the clutch? That feels like it's been welded into position and then set in concrete.

Just last summer I drove a Cobra CRS all the way from London to Leeds and even though it was dog slow, with a top speed of just 118mph, I felt like I was being whipped to death by my own hair. When I finally arrived in Yorkshire, a man poked me repeatedly in the face in a row about smoking. And do you know what? I never felt a thing.

So against the background, I was not expecting much from the latest incarnation of the beast. The carbon fibre 212 S/C. Naturally, it looks like all the others but under the bonnet is a 3.5-litre twin turbo Lotus V8. The result is 350bhp and the result of that is 0 to 60mph in four seconds.

I've become used, over the years, to wild performance claims from the world's smaller car makers but believe me, AC are not telling porkies. This new Cobra is not so much a car as a nuclear bomb.

It is explosively, mind-blowing, fast. It is so powerful in fact that it will light up its massive

rear tyres in third, in the dry. And yet, the gearbox is easy to use. The steering is power-assisted and the pedals have the fluidity of oil and soap.

You don't get much in the way of luxury for your \$200,000 (AUS). There are no electric windows for instance, but then that's mainly because there aren't any windows.

This is a car you can only drive when the sun is out. Which it was when I had a go. And I absolutely loved it.

It's taken nearly 40 years but at long last, Britain's oldest car maker has got the Cobra right.

Article courtesy of Allan Gibison

Funny moments

As an obstetrician, you sometimes see unusual tattoos when working in labour and delivery. One patient had some type of fish tattoo on her abdomen.

"That's a pretty whale", I commented.

With a smile, she replied, "It used to be a dolphin."

The newlyweds were on their honeymoon, strolling arm in arm along the beach, when the husband suddenly looked out towards the sea and said eloquently;

"Roll on, thou deep and dark blue ocean, roll".

His bride gazed at the breakers for a moment before saying in hushed reverent tones, "Oh, Herman, you wonderful man. It's doing it!"

Rumour has it.....

The Club's number 1 wannabe racer, Pete Coleman is traveling so fast these days that his hair has turned white.....

Yes, and I have seen it. The Graham Sach chassis has been sand blasted/painted and ready for assembly..... about bloody time

On the Collie run a certain (Ron Meecham) wanted to shelter from the rain. Pulling into a local service station. "Can't park here, gotta buy fuel", said the attendant. So our Ron brought some fuel...\$1.00 worth and 20 minutes to fill.....beauty Ron, not wet behind the ears

The same bloke that lead the pack to Yanchep (TR) went "paint-balling" in the hills. Spent hours honing his commando tactics of stealth/guile and "I can see you but you can't see me tricks". Crept up on this beautiful twenty-something girl.....yep, shot her to bits and left her in tears....."ya big bully"

Message from Albany

G'day, just a few lines to let you know that I'm still alive and piling on the miles (kilometres) in the beast. In fact, since Christmas I've done two runs to Perth, one via the south coast to Busselton and one via the Albany Highway and returning via the Great Southern Highway. All told I racked up about 1800kms this years.

Weekend before last took the missus for a blast out through the forests past Denmark. Absolutely brilliant, except that she made me stick to the limit. Nothing has fallen off or broken. I replaced the in-tank fuel pump. Murphy's law, when I built the thing I put in a second hand Commodore in-tank unit. Well it works fine for about 80k's, then it over heats and spits

the chewy.

Now no problems with the new pump in tank and second pump in line. Found extra 30 horses by changing number two and three injector leads around. Don't know when I mixed them up, but boy it's made a difference. Just finished reading the latest newsletter. Always look forward to it. I sent in some photos to Tony Forder for the web site.

I'm going to try and get a spot in the Albany 'round the houses' event coming up in June 2nd and 3rd. If anybody wants to come down I can arrange some secure under cover parking and a couple of bed spaces. Interesting article about "cooling". I was wondering if any of the

boys run the redline stuff. My machine runs 100% Tecloy 90 but I'm a bit concerned about the corrosion problems as shown on the tele a while ago where they tested various coolants.

It's a bit of a waste down here because it's cooler. My fans never run, well not unless she idles for about 5 minutes or more. Glad that the Whiteman Park Show was a success. I wanted to get there but was away with the 'army'.

Will keep an eye on the weather for the trip to Collie coming up. Not much else to report. Still working hard training coppers, never stops. Give my regards to all and hopefully will catch up with you guys soon.....

Dave Tadic

GOOMALLING ACTION

7.30 am depart Macca's Forrestfield for York. Café Jarroc for morning cuppa (we should start getting a discount from this place), then off to Northam via Spencers Brook. Through Northam to Goomalling arriving at 10.45 am.

Good trip, top weather and no mechanical dramas

Runners and riders were: Murray Neindorf and Mike Warren, Keith Ennis, Brian Plank and Gordon Scott, Terry Lovell and Passenger, Borge Hansson, Rob Keene and John Arthur.

On arrival we were treated as celebrities (well almost) and given "pride of place" on the oval as display cars. There were other vintages, hot rods, modified etc, also on display. BUT, the Cobras looked the best and received the most attention of all.

Watched the action of the round the houses stuff, we were invited to participate in the

Grand Parade, (but everyone except Murray and Mike were shy.....lot of wooses).

Then moved off for fuel then home via Toodyay around 3 pm. A good run for all and a fitting farewell to Terry's beautiful blue car which has moved on to another home in Mandurah. C'est la via, I guess, but at least he (Terry), didn't have to risk life and limb this time, to prepare for the next project.....*Rob Keene*

"Y" Women Can't Read Maps.....

Directions drawn up by the husband for his wife indicated that the client she was to visit lived in the second house past Yin Road. Exasperated that she couldn't find it, she finally stopped and ask for help.

There wasn't any such road, She was told, but a person with the same name as the client she was to visit lived nearby—in the second house past the "Y" in the road.

Editor: Must have been a blonde!

A moment in life

The attractive woman taking my order at a restaurant was about 25, with a bubbly personality and a warm smile.

Though I'm 55, I felt there was some chemistry between us.

Before I walked away from the counter to sit down we made eye contact and again exchanged smiles.

Eating my sandwich, I glanced at my receipt. She had given me the senior-citizen discount.....

⇒ **ARROW ENGINEERING** ⇒

FITTING, MACHINING, WELDING

COBRA CHASSIS MANUFACTURING TO

DEPARTMENT OF TRANSPORT SPECIFICATIONS

CONTACT: GRAHAM SACH

28 TAMBULAN WAY, MAIDA VALE

TELEPHONE: 9454 3972

Mustang, Corvette and Cobra Challenge

Their was about 6 or 7 Mustangs, about the same number of Corvettes, both male and female drivers. The lady drivers took to the Corvettes and gave them a sedately drive around the red markers. Two Cobras, a few scruffy club members turned up and braved the conditions (lucky for Tony, Gary and me the sausage sizzle was there.....brekkie \$1.00). Got to hand it to the Mustang/Corvette Club, when they have an outing, along comes the food cart with them. Only one Cobra took to the stage and that was the Clubs number one "wannabe racer", Pete Coleman.

Teams were made up and each driver had three attempts at 2 different courses, with all times given, that's if you didn't loose your way on the course.

There were a few of the Corvette boys that liked to give their cars some stick, either doing 360's or just going off the course and into the sand at the edge of the circuit. Luckily no damage to any vehicles, big smiles on the faces of these drivers as they got a

razzin from the spectators. A couple of the Corvettes would be pretty quick in a straight line, but handled like mules trying to turn corners.....all power and no direction.

Some nice Mustangs, with an original "Hire Car" racer on the circuit. Looked great, sounded terrific, handled brilliantly and went like a shower of.....

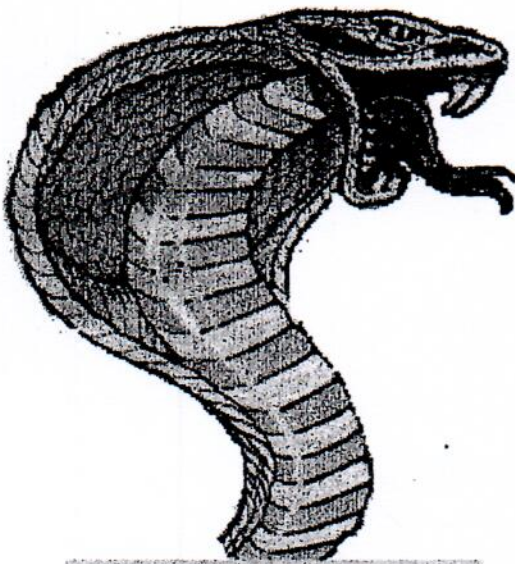
Pete Coleman in his Cobra charged around the course, standing on the anchors, then hard left or right, plant the foot. All the time not forgetting the course he has to follow. His car sounded gusty as he took on the others. Pete certainly knows his way around these types of events, with his many years doing such events coming to the fore. Pete missed the winners dias by a mere two tenths of a second finishing second on the day.

The rest of us just sat there on the tailgates, rugged up eating snaggers and onions in a bun with a can of coke.....great days entertainment with Club members.

And yep, after the event word got around.....

why weren't you there.....next time! More wannabe racers needed to take on these other Clubs, so lets get out there and give it a go.

**Reminder that the
"Show 'n Shine"
and "Xmas Dinner"
are coming up. So
give some thought
as to where we can
hold both these
very important
Club events for this
year.**



The Club magazine needs your support, so phone, fax or email anything to me of interest for Club Members.

John Harper
 9 Springside Crescent,
 Glen Forrest, 6071
 Phone: 92988002
 Fax: 92791838
 Email:
harps1@iprimus.com.au

**Office bearers of the
 Cobra Car Club of WA, 2001-2002**

- | | |
|-----------------------------------|---|
| PRESIDENT: | ROB KEENE |
| VICE PRESIDENT: | GORDON SCOTT |
| TREASURER: | GRAHAM ULLOCK |
| SECRETARY: | BRIAN PLANK |
| CLUB CAPTAIN: | KEITH ENNIS |
| COMMITTEE: | WAYNE FLANAGAN
GRAHAM SACH
TERRY LOVELL |
| SNAKESKIN
 EDITOR: | JOHN HARPER |
| WEBMASTER: | TONY FORDER |

AUST-GUARD SECURITY SERVICES

ALARM SYSTEMS, HIRSH ACCESS CONTROL CCTV & SURVEILLANCE,
 HIRE & SALES

INVESTIGATION & DEBUGGING, SECURITY IDENTIFCATION SYSTEMS

SEE TERRY LOVELL FOR QUALITY SECURITY AT.....

SUITE 29, 375 HAY STREET, SUBIACO. 6008

TELEPHONE: 9388 2898 FAX: 938 3455

LICENCE 144/97