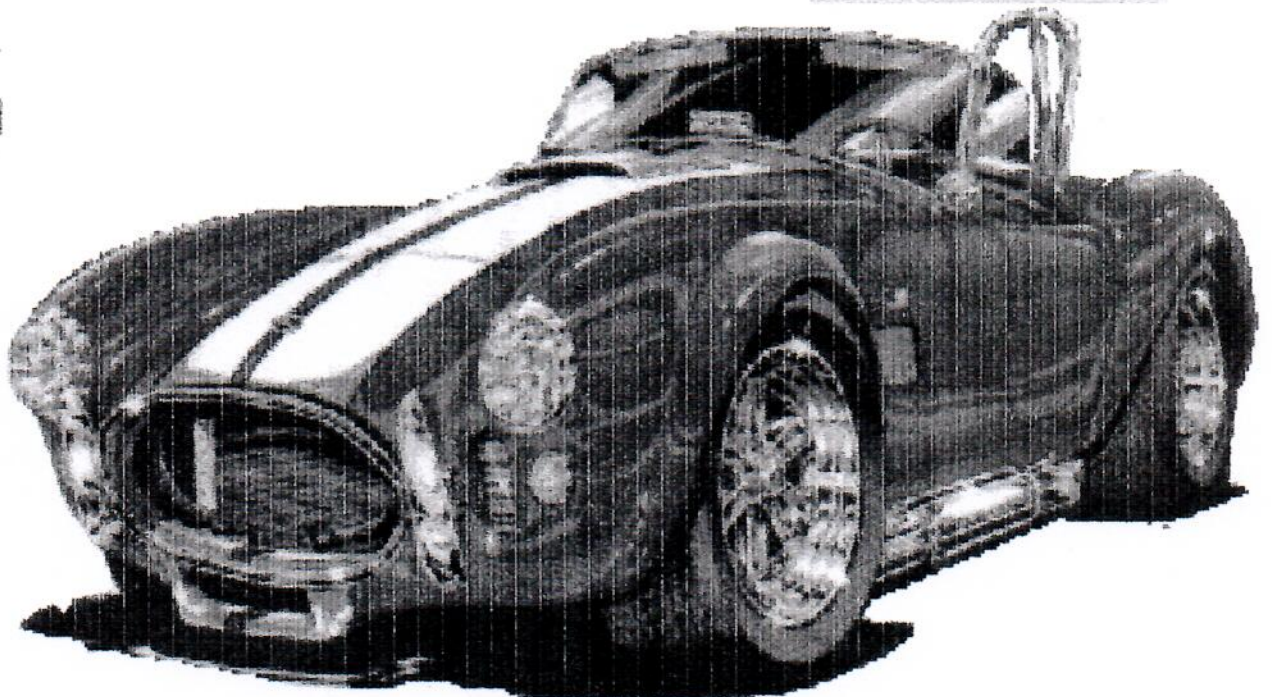


**COBRA CAR CLUB OF
WESTERN AUSTRALIA**

THE SNAKE SKIN

Fangs and all.....

VOLUME 2, EDITION 6: CHRISTMAS 2001



www.cobracarclubwa.com



Ron Hiam's 351 alongside yours truly's 5 litre.

Ron took out four awards including best overall finish and best interior. Prior to this he was talking of selling the car. I think he's changed his mind now. I got an award for runner-up best hot rod (hot rod?) which is better than nothing I suppose. Joe got a trophy for the Ferrari, "Best prestige performance", as it was the only one in its class. Overall it was a good (long) day and I actually got a dose of sunburn.

We are now talking about going up to Narrogin for the Rev Heads show so there may be a Cobra or two taking a leisurely cruise (not!) up there. There's also a tentative booking for a four Cobra cruise out along the south coast on a weekend not too far away. There's also a possible shed run to check out a snake being constructed in Albany. So things are fairly busy.

Narrogin Rev Heads Run

Saturday 17th November 6 Cobras and 2 passengers departed from Pioneer World, Armadale at 8.00am for a rather chilly run down the Albany Highway to Williams for a coffee and thaw break. (Bloody cold mate)
Onto Narrogin to the event. On arrival in the town, nobody knew where the oval was, so Rob K spied a passing T-bucket and decided they knew where to go. But this ended up in the back blocks of Narrogin, the "local" was just heading home. They kindly directed us to the venue and we finally arrived before it started. A "Super Cruise" through town at 11.00am attracted 100 plus cars from different Clubs, with the Cobras standing out. After lunch we watched the Burnout contest, then headed home via Pingelly, Brookton. Superb road from Brookton to Roleystone made an enjoyable tip even better. A full day, 470 k's.

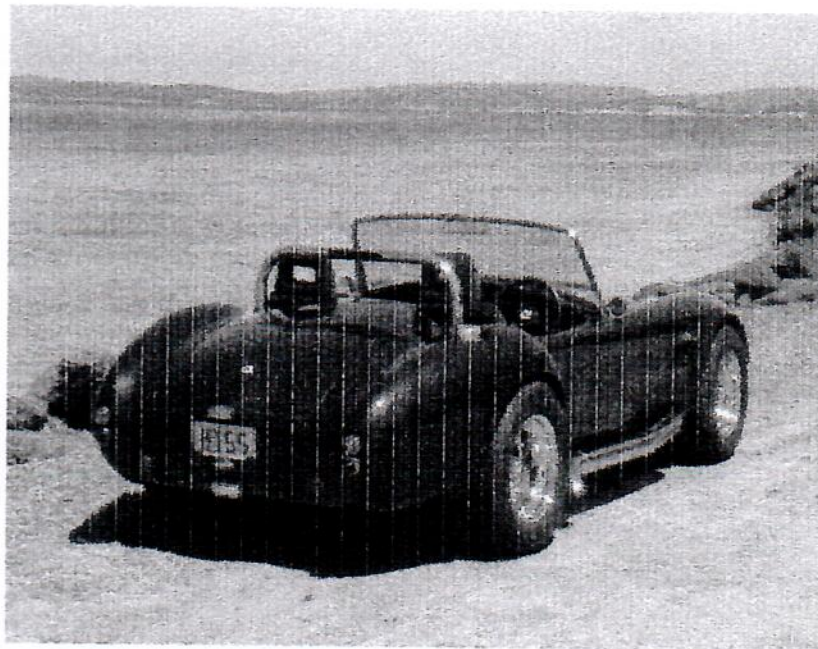


Ron's all smiles with his swag of trophies.

I've finally taken the plunge and ordered the new engine management system and injectors for my beast. I've been talking about it for around two years and with some luck it should all arrive late November or early in December. I've opted for the Ford Cobra (what else?) 73mm mass air meter, ECM and 24lb injectors, which should really make this thing fly. The bumper bars will have to wait now.

Lastly, and unfortunately, I will not be able to make it up for the show and shine in December. I'll be away with the army reserves for two weeks (paying for the new bits). I should be able to bring her up in early January so look forward to getting out with some of the fellow club members. Anyway, take care, get out there and give it some, I will!

See ya, Dave Tadic



November Club BBQ/Meeting

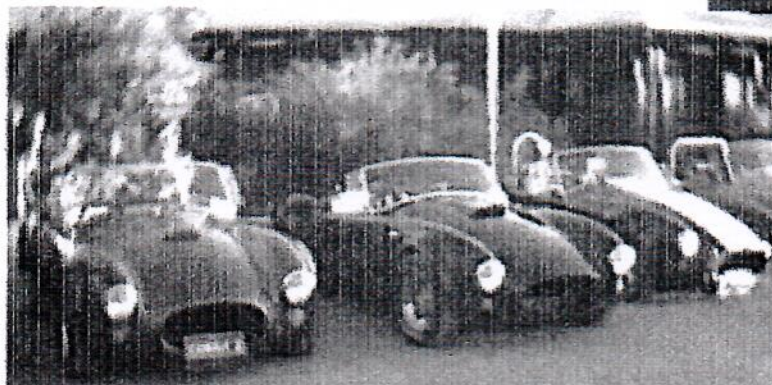
*What an impressive line-up of Club
Cobra's, 14, including one Member
up from Busselton with his wife .*



Who in the Club never wears
shoe for driving.....any
guesses?



Above: Frank and wife (Denise) Cobra,
up Busselton for their first Club Meet-
ing. (3 hour trip and returned home
that night)



A bit of a line-up of some Cobra's.
(Who drove their NEW Cobra with
no Number Plate?.....GS) 2nd from
left



Plankies beast



Some of the mob waiting for the
"service" to begin

RUMOUR HAS IT.....

Having put a new engine in his reptile, our bloke spent a couple of days trying to get the engine started. Problem discovered, replaced fuel pump. With new fuel pump fitted, again engine did not want to start. Enter another Club member. Ah, ha! Let's test the new fuel pump. "Nah it's OK", said our bloke. Anyhow test it we did. Err, pump was *pushing* and not *pulling* fuel from the tank. My excuse is that the US fuel pump has the fuel hose fittings reversed to the Aussie fuel pumps.....anyone could make the same mistake, hey! Engine still didn't start!

Terry Lovell has now been seen on several occasions behind the wheel of a Cobra. "Just testing to see if I will be building another one", says Terry.

Club President, Rob K has had all sorts of bother with his noble beast over the past couple of years. Firstly it takes to the odd "snacking" on hay bales at street corners, then it suffers from water retention problems "weak bladder" and now on the Narrogin rev heads run "stops when it get food in its belly" (ran out of fuel, eh Rob). That's what gauges are for mate! Anyhow, Keith Ennis saved the day, raced up to Karragullen for the extras needed to get home.

I have been told by a very reliable source that there is a "new" Cobra manufacturer about to enter the market place. Apparently this operation will be based in Malaga. Has moulds for Cobra and Porche. Interesting, if true. *Editor*

Well, what wife would go on a Club run, going shopping and buy a set of alloy rocker covers and air filter (all in a very nice shade of blue/mauve). Then a few weeks later go on another Club run, go shopping "again" and buy a steering wheel. Yes, for the Cobra. You better believe it. Gee Dave you get to have the car and a wife buys all the goodies for it.....how do you do it mate, what's the secret.

Well done Jessie.

Caversham "in" and "out" the hats challenge.....in the rain!



Well, there it was, "the Cobra", the circuit and the Challengers. Where were the rest of you lot? Ron Meecham, his son and me (Ed.) at the circuit and not another Cobra in sight. Yep there was plenty of rain, bloody cold, but good enough for the rest to at least turn up. Paid our \$2 for sausage in a bun and can of coke, and watched the



others go mad around the hats squealing tyres and slip slidin'-away. Ron wisely did not compete (still would have been bailing water from his car). After about an hour and a half we both decided that we had had enough and left the circuit for those who were in covered cars. *Hey guys let's get in and support these invitations or other Clubs will not bother inviting us in the future. What do you think?*

MORE FROM THE SEPTEMBER SHED RUN.....THE SACH SHED

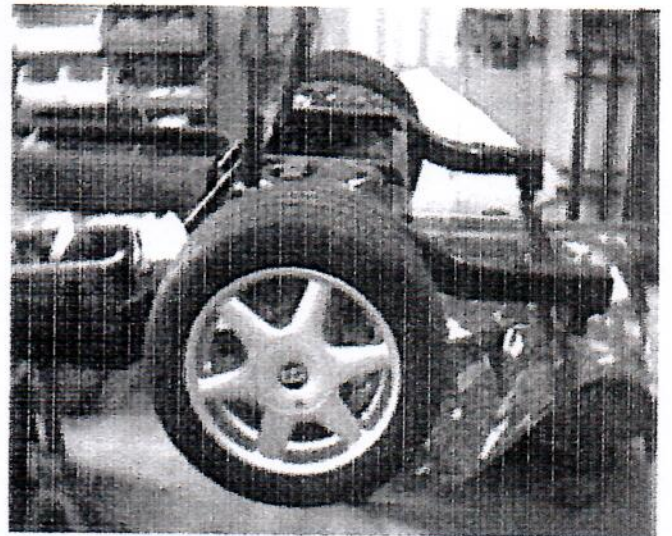
A few happy snaps of the 'Arrow' chassis being built by Graham Sach. It's a hybrid of custom made, Toyota, Holden, Ford combination. Engineered to all ADR specifications. A few of these chassis are on the road, with Club members behind the wheel. Or are under construction by Club members.



Graham emphasises that the 'Arrow' chassis is another alternative to what is available in Australia and particularly Western Australia.



Graham tells me that a lot of research and detail has gone into this chassis and it far removed from what was the totally based Toyota Crown chassis



Editorial.....

Well here we are, another 12 months slipped away from under our noses. Yep Christmas is here again. Presents, family, food, drink and good cheer. Let's all have a great time, but above all, let's be responsible for our drinking and driving, have a skipper.

The Club has grown with a few more licensed cars ready for the New Years' action. Could there be a few more "wannabe racers" amongst them? Who knows! Some cars either complete or partially complete have been sold on for one reason or another. Should we have a Club Register of cars and their history? Should we do more as a Club to help members build their dreams? Anyhow food for thought. My wife and I take this opportunity to wish you all and families a Merry Xmas and a Happy New Year 2002.....take care.

October York Run

About 10 starters for this "run", a pretty good turn-out of Cobras. Couple of first-timers also. The group headed straight for York and brekkie. Along the way to York I here that a few "reptiles" reached terminal velocity in certain stages, making some of the passengers a little bit concerned. Anyway back at York, brekkie was served. Cup of coffee, cup of tea, not these blokes. Full on breakfast, bacon, eggs, sausages, tomatoes, toast and washed down with a bit of coffee, tea. (That right Harry Mac?) Brian Plank got stuck into a couple of enormous hamburgers....."makes a bloke wanna eat after all the grunt and thrust of a throbbing V8", says Brian. At about 11.00am head out of York. Keith Ennis (CC) reckons that a bunch of old blokes talk more than the women, that possible? Across the back-blocks to Spencers Brook. Wayne Flannigan was travelling slow (110kph) and thoughts of

engine trouble from the others, but not the case. Passenger (Perry R) first run in a Cobra. He thought he was doing about 200kph and his bum was dragging on the road. I here speeds of up to 160kph were spoken about in this section on the trip. Hmmm what happened to 110kph? Onto the Great Eastern Highway, head for the coast and home. Another great run and plenty to talk about. Oh, yer Brian Planks new paint job looks great, got the stone chips now like the rest of us.

Lighter moments.....

"Where did you get that great motorcycle?" the student asked his friend. "I was minding my own business", the friend replied, "when this gorgeous woman rode up on the bike, jumped off, threw it to the ground, tore off her clothes and said, "Take what you want". The first student nodded his approval. "Good choice", he said. "The clothes probably wouldn't have fitted you".

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Kiwi Cobra Man Story from November Edition: Part 2

After aerodynamic run-down tests, wool-tuft test and G-meter readings had been taken at Riverside, they were off to their first race, the 24 hour Daytona. Well into the race, against all-comers including Ferrari prototypes, the Cobra Coupe was leading by 4 laps, when smoke started to appear from the differential region.

It had not long been refueled but John said to bring the car in and he would remove the rear section of the belly pan. He told them not to touch anything but Shelby got jumpy, reckoning that with a top-up they could finish the race without another fuel-stop. The tank had dual fillers, one on each side with both being opened when pumping gas in. The other side equalised the pressure by letting air out. However, with the tanks practically full and with the huge pressure the pumps fed at, petrol gushed out over the cars off side. John was just about to say, "thank you very much" when petrol hit the red-hot disc brakes and immediately ignited.

He can remember thinking, "I've got to get out of here", pulling his t-shirt over to protect his face and rolling hurriedly out in a ball of flames. Very fortunately, someone was rushing over with a large extinguisher to the car, saw John and dowsed him. He was carried off to hospital in Florida and after treatment, was watching Coast-to-Coast TV when the race report came on. To his amusement, there he was, complete with a new name –

"Fireball Ohlsen". At the time he felt that the Coupe could have continued as the damage sustained was quite light, and said so too, before being whisked off, but Shelby pulled out anyway. When well enough, John flew back to England. It was from this promising debut that the coupe got its name – Daytona. A few weeks later it raced again at the other American FIA event, Sebring, but as this was a tighter course it couldn't quite hold off the prototypes, finishing 4th overall and 1st in its class. Ex GM man Pete Brock drew up the plans of the car after it was built and thus got the kudos for its design. John had been in the States without a work permit so naturally couldn't advertise his involvement!

When back in Britain, he went to work for John Williment, who now had Frank Gardner in his employment. Jeff Uren (of 1970's 5-litre Uren Ford Capri fame) asked for a replica Daytona, so John wrote to Shelby who sent the OK. Using the first-hand knowledge and drawings brought back, John built another wooden mock-up; but gradually got fed up with being stuffed around. So when Shelby wrote to John again, asking him to meet them at Le Mans with the Daytona, he was off like a shot, leaving Frank with plans, drawings and notes etc to complete the car.

Upon arrival John was surprised to find that only Shelby and the car were there. There were no parts and no

drivers but at least they had fitted the correct ration axle before leaving America. Joe Schlessler, who was piloting one of the new Ford GT40 prototypes, had just sledged off the track in the rain, at Mulsanne. His car was out of action so after a little matchmaking, Schlessler was out making some pre-official practice, practices. He clocked 192mph in the set using the 390bhp engine and was rapped in the way the car went and handled.....at least it didn't fall off like the GT40's.

Bob Bondurant and Dan Gurney arrived in time to do official practice and drive the race, finishing an excellent 4th overall and winning the GT class handsomely. They never fell below 8th place during the 24 hours too.

After that the team headed for the hills of Sicily and the Targa Florio road race. Four 7-litre roadsters were entered but the twisty course didn't suit the big cars too well. However, it was the combination of large power outputs and rough road surfaces that broke all but one of the roadsters. The one that lasted was driven more gently! It was a little disappointing as they had quite a team there with drivers like Phil Hill, Bondurant, Gurney, Masten Gregory, Innes Ireland and others. After the Targa all cars were modified and strengthened around the suspension and damper pick up points, the areas of failure in the race.

With the team all paced up, Carroll Shelby, John Ohlsen and a couple of others headed for the small workshops of Carrozzeria Grandisport in Modena,

Italy. Flying all the hardware in from the U.S.A.; they set to and built another five, (the remaining five) Daytona Coupes. At this stage John was now basically Shelby's works supervisor. The cars were very similar to the U.S. built prototype, outwardly differing noticeably only around the rear lower fender line. The 'prototype had originally been built to suit narrower wheel rims than were actually fitted. It was a time when tire widths were quickly expanding and when Good-year came over with some wider types, the guards had to be flared to meet the minimum circumference coverage required by the FIA. All subsequent cars had more fully flared rear 'buttox' to achieve this required coverage without resorting to the first cars second hump at the lower rear end.

A slight construction error on one car later proved just how small things sometimes have a great effect. Even though the roof line had been carefully shaped to achieve a smooth flowing profile, it was not fully appreciated just how critical this shape was. While under construction, someone built in the rollbar behind the driver 1" (25mm) lower than it was meant to be. The bar formed the framework over which the roof was fixed. Consequently, this car had a roof shaped more like the upper side of an aircrafts wing section, rising more steeply at the front and dipping back on a longer curve to the tail. No-one really gave it a second thought until the next year at Le Mans. On slower circuits nothing showed but on the long Mulsanne Straight, the car in question wouldn't go faster than about

186mph. All the Daytonas' now had the new 450bhp versions of the 4.7 litre motors and while the others were exceeding 200mph, this one couldn't. At least they thought it was an off-tune engine but after swapping and fiddling to no avail, they realised that in fact the different roof shape was causing the trouble.

Again the cars were by far the quickest GT's and were many placings ahead of their Ferrari and Porsche rivals in the first eight to ten hours, two being as high as fourth for a couple of hours. But small troubles in the early morning put them back and by the races end the first coupe, in 8th place, was beaten by a Porsche 904 GTS/4 and a Ferrari 275 GTB in 5th and 3rd pots respectively. However, with the fastest lap of 132mph compared to the 7-litre GT40 MKII (135.25mph), Ferrari 275 LM (135.25mph)_both prototypes=and Porsche 904 GTS/4 (122.5mph), they were clearly amongst the fastest cars there in 1965, prototypes included. The Daytona Coupes went on to win the GT title for the Cobra - Shelby stable that year and satisfy Carroll Shelby's ambition to beat E1 Commendatore at his own game - having once been given the brush off by Enzo. By the 1965 Le Mans, John was by then working for Shelby as chief mechanic on the GT40's. Throughout the Daytona/GT 40 program John had an excellent engine builder, Englishman Jack Hoare, working with him that no doubt helped matters considerably, and having Gypsy blood in him, was a real character to boot!

And of the aerodynamicists predictions that the car would need at least 500bhp to reach 200mph when in fact it slightly exceeded that figure with 450bhp.....well, the engines achieved 450mph on bench tests, which are usually under more ideal conditions than when fitted to a car, but as noted with the 7-litre Corvettes, the ram effect from the proper positioning of the carburetor intake obviously helped outputs considerably. Therefore just what power was being developed to make the double ton will remain, for the time being at least, unknown.

At the end of the 1969 season, John left the U.S.A. with his wife for New Zealand. He had grown tired of Ford's wasteful meddling and disruptive interference in their side of the GT 40 program, and so packed his bags for home.

As a final note, it is interesting to gain John's impressions of the two most prominent figures in the Daytona Coupes recorded history; Shelby and Brock.

Shelby - instigator and mentor of the Cobra saga - was, he considers; a driver, an ideas man and the driving force behind the whole project. Although he wasn't a designer or fabricator, he understood car design, could discuss and come up with ideas and provide the drive and organization to achieve them.

Brock - John noted, could draw up and existing car but was not in his element when putting stylized sketches

into practical realities. He said that at Shelby's many people felt that Brock had been sent by GM to disrupt their Ford backed enterprise!

After returning to New Zealand, John got involved with others in a couple of single seat projects that never really reached maturity, before going it alone in his present mechanical restoration, repair and fabrication business.

So in the early 80's possibly perked up by what was happening Stateside with the now numerous Cobra kits on the market he considered constructing replica Cobra, not just any 'glass, Jag suspended modern look-a-likes. His was going to be an "old" Cobra, as exact and Quirky as 20 years of familiarity could be.

He wrote to Carroll Shelby outlining his idea and a request for a set of blue-prints of the cars, to which Shelby replied giving his wholehearted support. Not only were bonds of friendship rekindled, but complete and free authorisation for the use of Shelby's' name on each car to be made by John Ohlsen was granted.

Sadly Carroll, himself being somewhat fragile in health, couldn't make it to Johns' funeral.

President's Xmas Message

To all Club members, their wives and families I wish you a joyous Christmas and a safe and prosperous New Years 2002. And keep all those dreams alive. *Rob Keene (President)*

Results of the Annual Show 'n Shine for 2001

<u>Car #</u>	<u>Votes</u>	<u>Club Member</u>
Car 25	15	Tony?
Car 11	11	Dave Kent
Car 20	8	Brian Plank
Car 1	8	Karl Balling
Car 6	7	John Harper
Car 4	5	Alan Gibbison
Car 30	4	Adrian Berry (New Member)
Car 2	3	Keith Ennis
Car 29	3	Geoff Butcher (New Member)
Car 9	2	Rob Keene
Car 3	1	Wayne Flanigan
Car 21	1	Tony Roskell
Car 26	1	Colin Rainbird
Car 22	1	Graham?

FOR SALE!

Twin Exhaust System with Cat Converter to suit Cobra.

12 months old, as new

\$300 Ph Brian Plank 93091314

FUNNIES.....

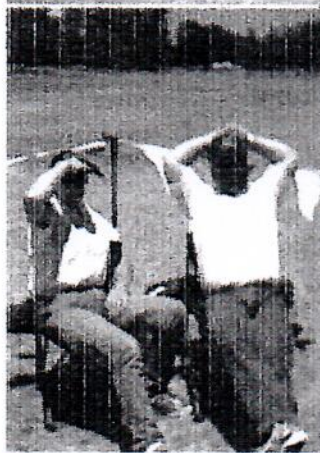
On a maternity room door: "Push, Push, Push"

On an electrician's truck: "Let us remove your shorts"

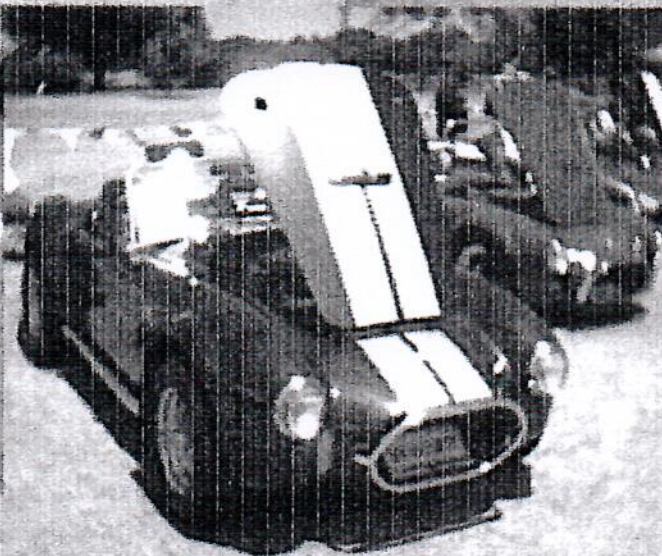
On the front door: "Everyone in this house is vegetarian except the dog"

**SHOW 'N SHINE
FROM
BURSWOOD 2001**

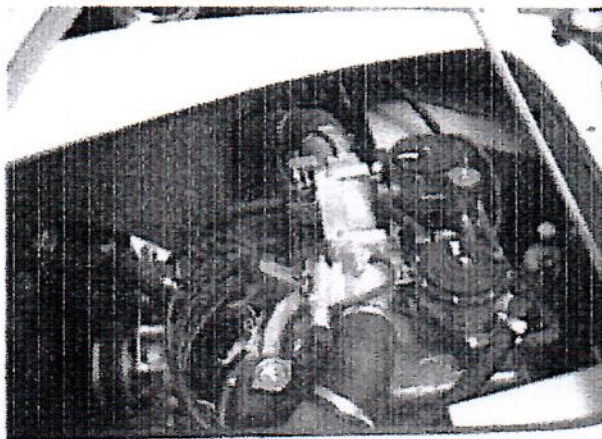
What a day.....24 Cobra's in the line up. All a credit to their respective owners. Very impressive guys! Plenty on "lookers" and those just perusing fine machinery.



Dave and Jessie Kent relaxing and enjoying the day.



My wife brings me lunch. Yer, right John



Gingin/Bindoon October Run

With short notice ten drivers with their Cobras were all out to make the most of the fabulous spring weather. They were joined by Terry Lovell, who must have asked Rob Grave very nicely to borrow the keys for his old Cobra. I wonder what memories this brought back for him, the sheep, the tree or the good times, it would have to be the latter.

Led by our Club Captain, we departed from Ginger's Road House to make our way to Gingin. Shortly after hitting the road Brian Sizer's car had a mechanical gremlin, leaving him to be towed home. This split the group into two, with half going via the Brand Hwy and the rest via Great Northern Hwy.

Our Club Captain did well and had all the first group to Gingin in one piece first. We must have sent the lone shop keeper into a spin - like Tony Roskell at Wanneroo Raceway but not as much smoke hey Tony. As she came out of the shop with bread dough in her hands saying, "Are you all here for breakfast?" We replied, "Yes but this is only half - there is still more on their way." So back into shop she ran saying, "I'll have to bring more staff in early." I think she remembered how much Planky eats for breakfast. Finally the other half arrived, minus Terry who had gone on his own nostalgic trip. After a good breakfast and the normal in depth gum-flapping, we were on the way home via Bindoon. It must have been the weather, because we passed an abundance of motor bikes and cool

cars on the way home.

At Ginger's we had a final chat and compared with a large group of Harley riders as to which sounds the best, bike or Cobra - was there really any question!!! With a quick good-bye, we were on the road again, heading our own way home. Thanks to all that attended, for making it an enjoyable morning. Special thanks to Brian Plank for suggesting the idea and organizing the trip.

Well here it comes

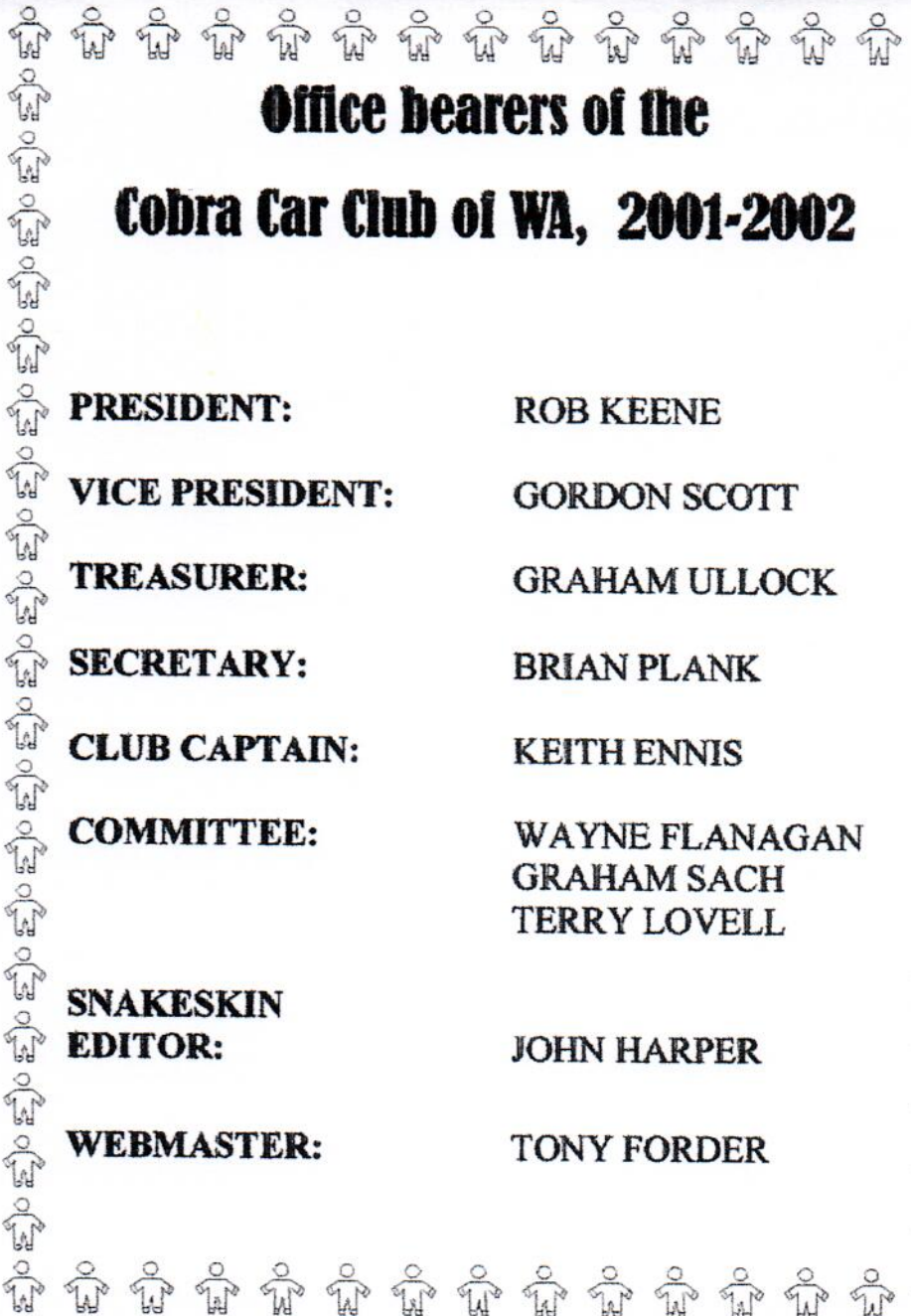
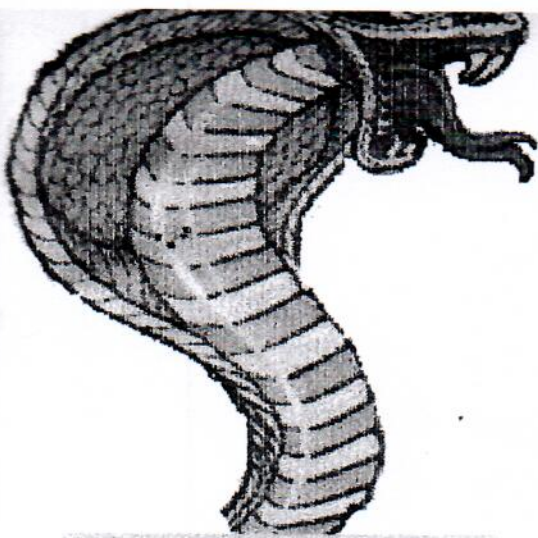
again.....the New Year

2002.

**What happened to 1980
and 1990?**

**Some new cars should
be ready for the road in**

2002, great to see.



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

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

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