

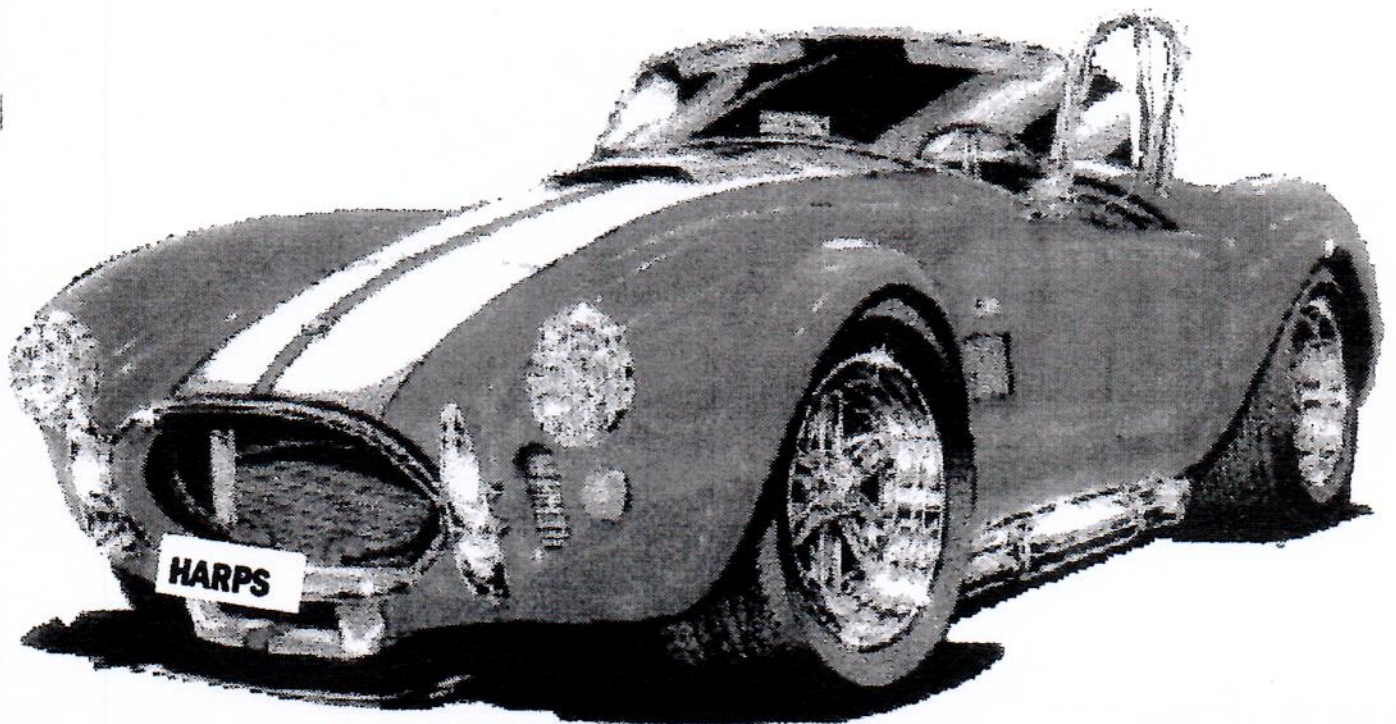
**COBRA CAR CLUB OF
WESTERN AUSTRALIA**

THE SNAKE SKIN

Fangs and all.....

Volume 4, Edition 8

July 2002



www.cobracarclubwa.com.au

More of the April Dunsborough run

Forgot to put this in the last Edition....."got lost in the computer"

At an earlier meeting it was suggested we do a drive to Dunsborough for a weekend with a difference and stop over at the Plank beach hacienda on Saturday night. An indication of interest was one, maybe one and a half starters. Terrific, me thinks.....such enthusiasm. I mean here we have a freebee within walking distance of the beach at downtown Dunsborough and nearly everyone is just too sleepy to get off about it, including yours truly. I mean its such a long way and I don't really want to go half way around the world and, and, you know what I mean.

So I went home and later I thought, hey, this guy has made us an offer we should not refuse. So maybe I/we can trick up this trip, keep it interesting, sweet talk the ladies into coming along (wanna ride in my car.....?) and the troops will go-for-it. So the Dunsborough Discovery Drive was concocted.

The plan was to see/measure just how much fuel these Detroit Dinosaurs could woof through on their highway cycle, take a southern sojourn and have a few laughs over the weekend.

D-Day, Saturday 9th April and we have seven of our best lined up/fuelled up, for the test. Leaving from the BP Booragoon on the dot of 4.00pm. Some of us with riders, some solo. In the line-up Borje and Maggie, Keith, Dave and Jessie, Colin, Ron and Nola. Our host Brian and Tony (webman) and straggling along yours truly.. We're heading for the first fuel stop, at Shell Bunbury. Everyone arrives refuels etc. and off again arriving Dunsborough 6.52pm. Within ten minutes of arriving a "foreigner" Cobra belonging to a local lad Ian Reid pulls up and wants to 'who', 'what', 'how' long we are staying. Turns out Ian and Tony Roskell featured at the Corvette

Owners Gymkhana at Yearling recently. Tony "lucky" enough to set the fastest time, and Ian winning the Concourse. So be warned, someone, somewhere, is watching.

Meanwhile back at the ranch, there is a Dutch auction of the beds and poor ol' prez, working out the back cracks the short straw and get the "air" bed. Talk about rigged, this was a real hatchet job. But now all the troops are starvin' and we head over to the ribbitty to sample the fare, which and I quote, was excellent. Back to the digs for the rock'n'roll and cricket on TV. Café for breakfast, also excellent, even if the Southerly breeze was a little cool. Grazing over, we hit the road back to Shell Bunbury for the final fill-up. Details complete in the little black book for later calculations of fuel consumption etc. The journey continues. Some

Continued page 4

From page 2

head for home and others drop into the Jolley Frog at Port Bouvard for lunch

All tings considered, a great dash down and back under 24 hours and the fuel figures make interesting reading. For those who didn't go, bad move, we had a ball. And all this

made possible by the generosity of our Club Secretary Brian. Thanks BP and all the other runners and riders for your company and a efficient car calculated in \$\$/100 km was our host Brian, who then generously owned up to having "not quite" filled his tank to full (and thereby disqualified) so the laurels

and wine went to Ron and Nola in the gas burner. More detail in the chart (Page 3). So there you go , great time all round. Same again next year?

Rob Keene

A LITTLE BIT OF TRIVIA

1962 saw the creation of the ultimate classic.....the AC Cobra. Made by shoe-stringing a large US Ford V8 into the lightweight AC Ace body, the result was a motoring icon.....unmatched to this day.

A year, later the AC Cobra was embroiled in a scandal when it raced along the then brand new M1 motorway at a speed not too far short of 200 mph. This exploit directly resulted in the 70 mph limit still in force to this day.

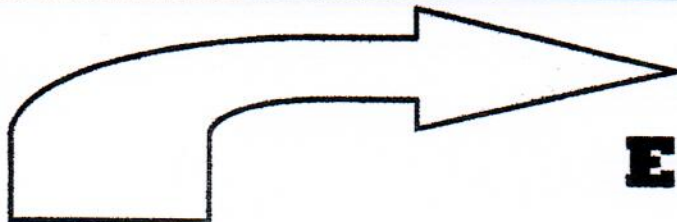
The AC Cobra went on to win many plaudits... including winning The Sports Car Championship in 1965.

PONDER THIS

My son-in-law's brother and wife's two kids were silent while preparations for one of the cows to give birth were taking place on their farm.

Their mother wondered what the kids were thinking and said, "You know, this is how you were born."

They looked at her, eyes wide, "Did it hurt," asked one, "when they tired your head to the post?"



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Rob Keene's Cobra Quiz

1. Name of the designer and year completed, of the original AC Ace.

John Tojeiro 1953 Eric Broadly 1954 Raymond Mays 1952

2. How do you spell Shelby's first name?

Caroll Carole Carol Carroll

3. How many AC Shelby Cobra's were produced in 1969?

980 1030 1140 1210

4. How many 427'SC Twin Supercharged cars were produced?

2 5 7 13

5. How many times did AC Shelby Cobra's win the Sports Car Championship of America?

1 3 4

6. Name the person NOT involved with the AC Shelby Cobra development in the Sixties.

Ken Miles Pete Brock Phil Remington Fred Wilkinson

7. Name the Model and Year AC Shelby Cobra's won the World Manufacturers Championship for GT Class Cars.

Cobra 427 1964 Daytona Coupe 1965 Ford GT40 1969

8. Who manufactured gearboxes for 427 Shelby Cobra?

Gertag Borg Warner Muncie Hewland

9. What brand of tyres were standard fitment on new Shelby Cobra's?

Dunlop Goodyear Firestone Michelin

10. (a) What was the colour of the first Shelby Cobra displayed in the USA?

Unpainted Red White Blue Yellow

(b) What was the colour of the first Shelby Cobra tested, at Riverside USA?

Unpainted Red White Blue Yellow

11. What size engine was the first supplied with the Mk1 AC Shelby Cobra?

289 260 220 427 428cid

12. What was the retail price (nearest US \$1000) of a MK1 AC Shelby Cobra?

US \$4000 US \$6000 US \$7000 US \$9000

13. Which wheels were NOT fitted to AC Shelby Cobra's?

Sunburst Magnum Halibrand Wire Spoke

14. Why are AC Shelby Cobra's the most replicated Sportscar in the World?

They are extremely fuel efficient

They look, go and sound better than anything else

Easy to park

Great for the kids to steal

Your mother would like it

Your wife would drive it

SOUTHERN SNAKES

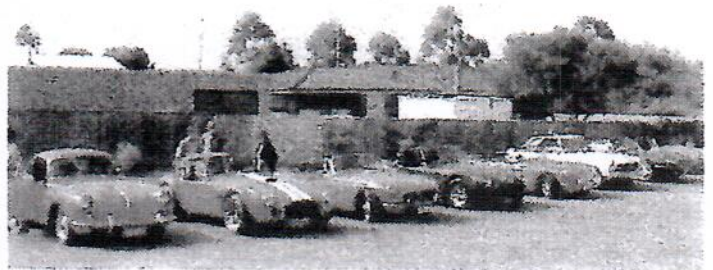
Another instalment from the south coast (Albany) where, it would seem, we are having better weather than you big city folk! Yeah, today we had 22 degrees to your 20. I think I even got a touch of sunburn today. I don't mind rubbing it in at all.

I was looking forward to a few of the members making their way down here as was planned last weekend.

But, it seems, the threat of a rain bearing front coming in from the west put the mocka on that little idea. Where's ya sense of adventure?

Well, let me tell you what you guys missed out on. Saturday the 4th was cool and partially cloudy in the morning but fine and warmer in the afternoon. Sunday was even better. There was some light cloud but it was quite warm. I got out in the cobra with just a t-shirt up top. I even needed the sunscreen.

I teamed up with some of the locals and their wives and we headed off for lunch at a Thai restaurant nestled at the base of the Porongorups. There were 3 Cobras, 2 MGBs, a 1961 Porsche, a



Merc coupe, and an XJS Cabriolet. The drive was most pleasant and the missus made sure I observed the speed limit. OK, I will admit to giving it a little push when I passed one of the MGBs on the way home. After all, he was struggling along at 100 kays. (I only let him pass so I could take the photos!)





*Joe Baker's gas Boss 302 flashes
past and heads for home.*

Well, that's about all for now. Got to go and make up an excuse to take the beast (the car that is, not the missus!) out for a run on mother's day. Drive safe and have fun!

Dave Tadic.



A Snake History Lesson

The original Cobra was developed from the Ace, launched in 1953. The Ace was itself developed from a racer designed by John Tojeiro (later, to give his endorsement to the British DAX Cobra replica). It featured independent suspension by transverse leaf springs, Bristol power and Ferrari inspired bodywork. The body style changed on the production Ace and power was by AC's alloy 1991cc, ohc, six; a well-known unit originally designed by AC's founder, John Weller, in the 1920's.

Bristol's remarkable BMW derived 1971cc, 125bhp plus, six became an option in 1956; the engine powered the Ace to many race victories around the world, including in SCCA events in the US where it won Class E championships three years running. Ken Rudd narrowly missed out on two British championships in his own Ace Bristol.

Bristol cease engine production in 1959, leaving AC looking round for a new engine and stopping the gap in the meantime with Ford power in the shape of the Zephyr 2.6 litre, a lifeless and rougher unit.

Fortunately the Ace-Bristol had been noticed by retiring race driver Carroll Shelby, who approached AC and Ford in 1961 with the idea of combining the AC chassis with Ford's new lightweight 260ci, 164bhp V8. Production of the first Aluminium bodied Cobras, with strengthened Ace chassis and drive train, began in 1962. Engine size went to 289ci in 1963 with the MkII—still leaf spring, mind, but with rack and pinion steering. That year a Cobra took seventh place at Le Mans. It was 1964 before AC started selling right hand drive customer cars, the rest having gone for export. In 1965, the year the Cobra finally took the FIA World Championship for Ford for the first time ever, the 425bhp, 427 (7 litre) Cobra MkIII was announced a car capable of accelerating from 0 to 100 mph and stopping again all in under 14 seconds! For the 427 the chassis was strengthened and at last gained coil springs. Customer, as opposed to race specification, 427s mostly came with the softer, heavier 428 engine but the exceptions were the 425 bhp, 427/Cs. The schoolboy's wet-dream variant with side pipes, fat rear guards, bonnet scoop and oil cooler vent being the main distinguishing features.

Cobra 427 production stopped after Ford withdrew factory support from Shelby's racing programme in 1965, although AC kept building the 'AC 289' until 1968 using the 427 chassis with the 289 engine and wire wheels—and Cobras kept winning races well into the 1970's.

The boys' big night out on little track.....

The night was dark and stormy, but little rain in sight. Col Rainbird did a little dance to make the night all right. So the boys' lined up under starters orders to do a couple of laps. A fast and furious pace was set, from the start and throughout the cold and windy night. But Harry Macs little yellow kart could hardly raise a spark. Ron Meechin, a quite chap kept on waving to the crowds while speeding down the straight. With Graham Sach and big broad smile says: "gee that's hard work!" Keith Innes drove at sedately speed with Plankie throwing it about, sliding here and sliding there, eventually sliding out. Graham Ulloch with tricks of old and experience to the fore, with a nudge here, nudge there and 'hey!', you've been nudge out. Ron Mac came out to play and was quickly on the pace, made it to the "final" but had to settle for last place. Our Prez, Rob Keene took quite a pose, dressed in a blue bonnet....'jeez do I have to wear this thing?' Yer

mate put your helmet on it. Dick came all the way from Mandurah only to be aghast, "they don't make these things bloody long enough", and then gave the kart a blast. With the dads and teenage kids that came and had a go, the 'bragging' rights to the dads still go.

The night itself will be remembered for fun and laughter and let's have a go. Who won the night does anyone remember.....yes it was Marty Chappell, a newer member. With winners cup in hand he is the 2002 Cobra Club Big Track Kart Champion.

EDITORIAL

My thanks must go to long time Club Member "Dave Tadic" (Southern Snakes). If it was not for Dave's tremendous efforts during the year this little magazine of ours would be a fair bit smaller than the regular 12 page editions.

I am sure all of our membership appreciates Dave's efforts in giving us his interesting ramblings and great photos of what's happening in the lower half of our State.

Now that bring me to another point of local content for the magazine. Come on guys give me something, an email, photographs, web addresses to look up, you can even ring me and talk to me (I don't bite) and give me info over the land line system for me to create something.

Members who wish to sell, swap, buy, need information on your project or need to borrow something, can put a notice in the magazine **FREE**. Should anyone wish to place a Business Advertisement in the magazine (for 4 or more editions per year) contact myself for details and prices.

Another new Committee is about to be voted for at the AGM (JULY 2002). So let's get behind all those who wish to take on these demanding roles and support them and Club activities during the next 12 months.

Just joking.....

A blind man is walking down the street with his guide dog. Approaching a busy corner, the dog lurches into a torrent of traffic, dragging the blind man behind him. The screech of tyres and horns is ear-splitting as motorists avoid running them down.

The pair eventually reach the other side of the street where, after a few seconds of gasping, the man takes a biscuit from his pocket and offers it to the dog. A passer-by is amazed. "Why on earth are you rewarding your dog with a biscuit?" he says. "He nearly got you killed!"

The blind man says, "I'm trying to find out which end his head is so I can give him a kick up the arse."

Mervyn and Margaret had been arguing and finally they stopped speaking to each other altogether. On Sunday night Mervyn remembered he had an important meeting the next morning. Not wanting to be first to break the silence, he wrote a note asking Margaret if she would wake him at 5 am. The next day he awoke to see that it was 9 o'clock. Furious, he leapt out of bed and spotted a note on the bedside table: "It's 5 am. Time to get up."

Editor: The names have been changed to protect the members.

Overheard in the doctor's waiting room: "My uncle had a cough like your and he died. Of course, he was



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R.M.C. have supplied cars to: HOLLAND,

Scotties, home-made pipes



How's this for a home-made effort? Gordon Scott's side-pipes and extractor system. Gordon tells me that it's just time, effort and patience to achieve this great result. Get in touch with Gordon, I am sure you can get the same results if your keen to build a system.

Just how many, building Cobra's?

The question was asked at the last General Meeting: "How many of our Members are building Cobra's?" Very interesting and well may you ask, they are; Mike Warren, Terry Lovell, Harry Mac, Brad Tomlinson, Tony Forder, Perry Ruffo, Serg Petricevic, Marty Chappell, Graham Sach, Barry Arnold and the list goes on, Simon Clemens, Rob Darge, Pat Kane, Rob Payne, Gordon Scott, Crosby Vickers. Is this all?

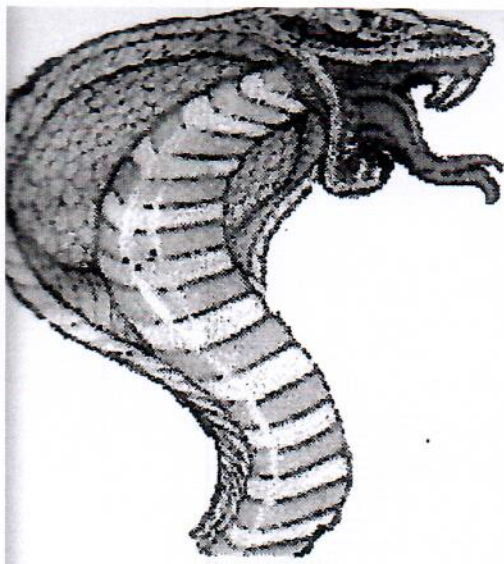
Just 16 building Cobra's?

Where are most of you at, with your project? Do you need help? How come we don't here much from you? Should the Club be showing more interest in you and your project? Come on guys let us know!

Keenlet Quiz

Answers

1. John Tojeiro 1953
2. Carroll
3. 1030
4. 2
5. 4
6. Fred Wilkinson
7. Daytona Coupe 1965
8. Borg Warner
9. Goodyear
10. Yellow
11. 260
12. US \$6000
13. Magnum
14. They look, go and sound better than anything else.



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

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