

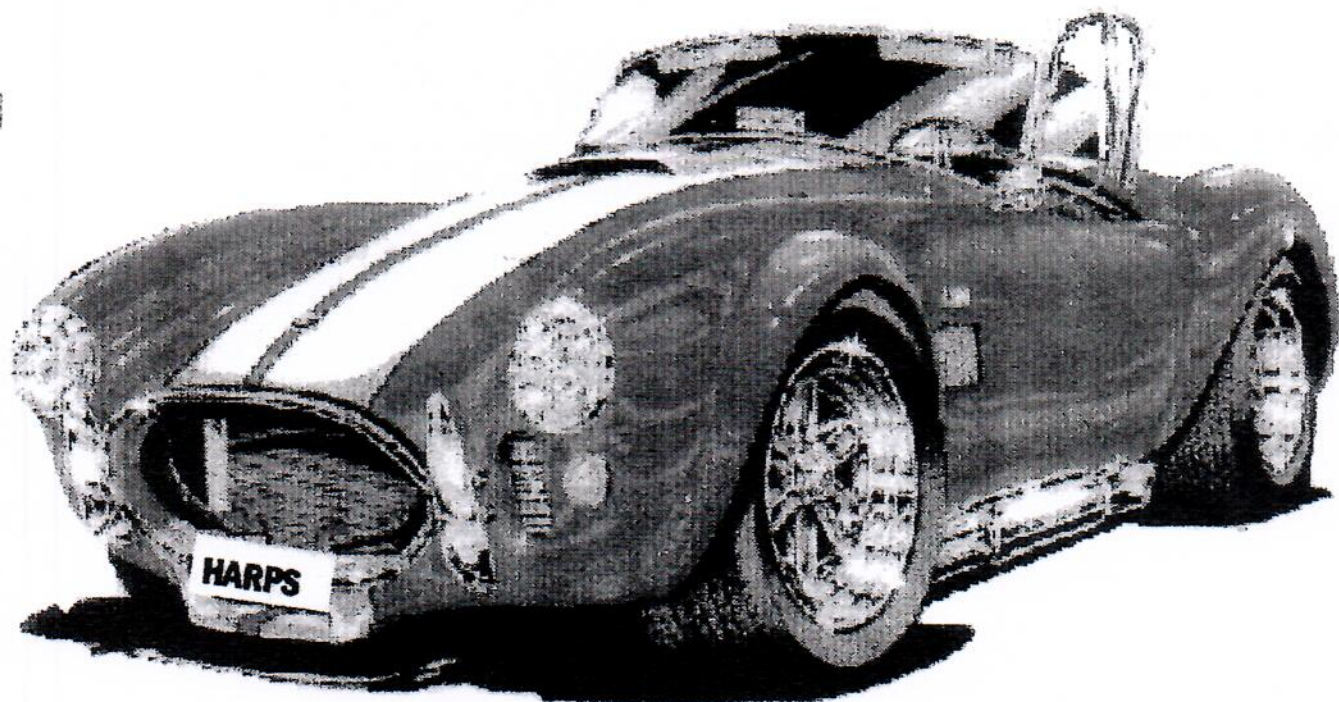
**COBRA CAR CLUB OF
WESTERN AUSTRALIA**

THE SNAKE SKIN

Fangs and all.....

Volume 4, Edition 10

February 2003



www.cobracarclubwa.com.au

Show n' Shine 2002

And the Winners are:

- *Best car of Show* Karl Balling and Paul Collins (equal first)
- *Runner-up* Brian Plank
- *Best builder* Ron McNally
- *Best car 10 years +* Dave Kent

Congratulations to all those winning members, "well done".

Well this was another good day for the Club's annual event. About 15 Cobras went on display. (hey guys where were the rest of you?) Good weather, good location and plenty of effort by those attending to make a very attractive display and promote our Club.

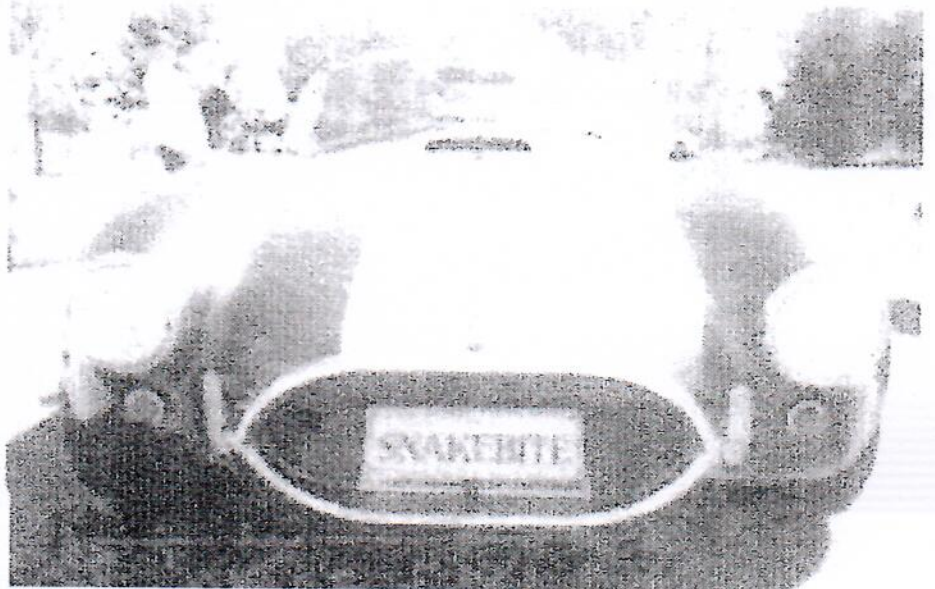
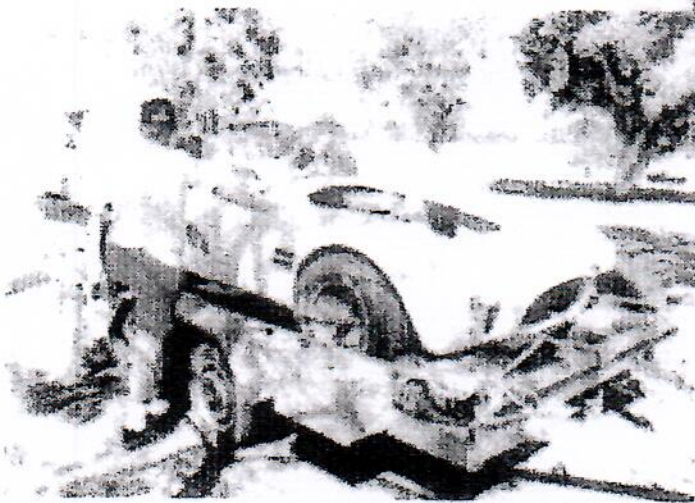
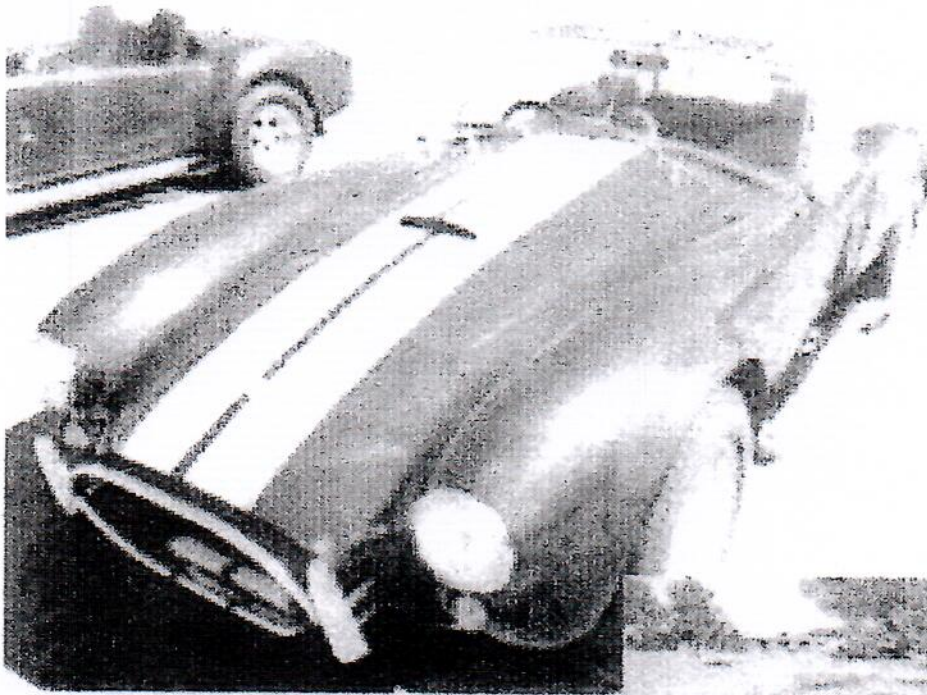
The "new look" trophies looked the part and I am sure were well received by the "Winners". A new concept in the judging process this year was well received by the lads and lady.

Thanks to the BBQ cooks on the day for their efforts slaving over a "hot" plate and keeping everyone well fed and watered.

*Open wide and say
aaaaahhhhhhhh, for me Keith*



*The winning
Cobra for 2002*



THE MOTHER OF ALL CLUBRUNS

Saturday the 9th November 2002 saw six Cobras & passengers gathered at Armadale, in preparation for the three-day weekender to Albany. With tanks full & spirits high, we were escorted out of town by Dave & Jessie Kent & headed for Pinjarra to meet up with Dick & Tim. Then on to Roelands & Collie for our first fuel stop. Harry was suffering from a crook back, but Ron Mac came to his rescue with some painkillers.

(Peaceful for a while until they wore off.) From Collie we headed out of town toward Glen Mervin, only to be delayed while Keith returned to town to retrieve his sandal left behind in his haste.

Through Kirrup then a lunch break at a café in Balingup, on to Nannup then Manjimup for our next fueling stop.

From here we took the Muir Hwy to Rocky Gully & Mt Barker, along which Gordon (driving Rob Keenes car) completely forgot about keeping the following car in view, left the party behind in dust. After finally catching up, Colin led us into Mt Barker then on to Albany at a hasty pace, where by this time the clouds had dropped the temperature considerably & we froze for the last 100km.

Some 600km later we landed in Albany & checked in to our motel.

Dave Tadick was away in Brisbane for the weekend, so he arranged for some mates of his to look after us.

A few beers later, Joe Baker came over in his Ferrari for a chat / meet the convoy. Ron & Jill Hiam(Cobra owners) & Joe & Kerri Baker joined us for dinner, with the conversation being mostly Cobra talk(Not much fun for the girls!)

We were invited around to inspect Joe's seven-car garage on Sunday morning, but it was a

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slow start after a few of our group overindulged Sat night.

Joe's collection of cars was very impressive with his supercharged Cobra being his favorite. After some minor exhaust gasket repairs to Planky's car, we headed for Emu Point for another coffee. The group split up to do some tourist stuff around Albany for a few hours then returned to Joe's, who had invited our group to a cruise out to the Perongerups Sunday afternoon. Some of the locals were there in E-type Jags, S-series Valiant, MG's, XJS Jags, Mustangs & Ron & Jill Hiam in his immaculate Monza Red Cobra.

The trip out to the Perongerups was a casual one with Ron Meechin announcing his arrival by topdressing the lawn with last night's dinner. (It must have been something he ate, or perhaps Terry's company!) After a coffee & more car talk, the wind was picking up so we headed for Albany again.

On the way back to town, the clouds were rolling in & a few spots hit the wind-screen. Car covers came out Sunday night, with the threat of showers Monday, & after a few more beers & lots more car talk, we had dinner. (Yes.....you guessed it, more car talk)

After Dick polished off the last of the carton of red wine that evening, he brought along for the trip, he told a few more tall stories. (At least the Cobra didn't bottom out on the trip home.)

After breakfast & packing the cars (amazing, all this stuff fitted in on the way down!) we departed Albany for Denmark then Walpole. The showers were passing, but while we were moving we stayed dry & continued to Northcliffe then Pemberton for fuel, through some of the most scenic roads in Australia.

A quick coffee while Planky fitted the soft-top, to calls of "ya wimp!"only to watch the stampede to cover cars, when a shower got heavy.

From Pemberton to Nannup then Balingup for lunch (I don't think anyone mentioned cars!)

On to Donnybrook, Bunbury for our final fuel stop, before the last leg home. The rain had disappeared by now, but it got pretty chilly as we ended our weekend. After a very well planned long weekend, traveling some 1400-1500 km throughout our Southwest in a Cobra, with lots of car talk, taking the proverbial out of one another at every opportunity, great camaraderie & just a drop of sarcasm, I am looking forward to the next one.

Brian Plank

**Whiteman Park
Spectacular**

**MARCH
2003**

Some people are camping overnight. So there should be plenty of food, drink, and conversation.

Early breakfast rise at 6.00 am. First cars arrived at 6.05 am. Make sure you have got all necessary entrance requirements to the Park for when you arrive. See you there then?

Southern Snakes

Message from Albany.....

Don't know about you but 2002 blew past like a Cobra in full flight down Conrod Straight at Bathurst – hey, that sounds like a good idea, who wants to join me? Must put that in the “things to do in 2003” list. If only I can convince the missus! I missed the Show & Shine as I was over in Brisbane competing in a military shooting competition. My team finished 6th overall out of 42 teams so I was pretty happy with that result. But I couldn't wait to get back home and unwrap my latest acquisition – a near new BTR 5 speed manual.

My old yankee T5 was very sad indeed. Main-shaft bearings disintegrated, synchros worn, metal bits scattered throughout the box. It was a 1986 model and had seen a fair bit of action before I slotted it behind my 5 litre fuely. Turns out the new box is out of a 2001 AU XR6 Falcon which apparently share the same box as the V8. Like new inside. List price almost \$4000 from Ford but I picked this one up ex eastern states for \$1450.

I had already removed the motor and box out of the cobra so I figured it should be a straightforward swap. How wrong could I be?

First problem – this box is 50mm longer than the old box. The shifter is 20cm further to the rear. Bugger! No worries, lop a few centimetres off the end of the main-shaft, use the old extension housing and problem solved. Right? Wrong! Speedo drive gear is different size – 55mm new to 50mm old. But the old unit is worn. Second problem – unable to source a replacement speedo drive. Oh well, stick in the old one and hope it will last.

Third problem – having fitted and removed the extension housing, top cover and shifter mechanism around 20 times, suddenly I can't get the shifter to move at all. No amount of hammering, levering, swearing and threats of violence were going to get this thing to move. Can't remove extension housing because the shift rail is intact. Use hacksaw to cut shifter rail, it's ok as I have a spare from new box (20cm longer). Still can't move shifter mechanism. Use angle grinder to cut shifter block, it's ok as I have a spare. After an hour of precision slicing I discover the problem. The roll pin, which secures the shifter block to the shift rail, has been fitted over the old roll pin causing it to jam underneath the shift block in the guide slots. F*#! I wondered where that bloody thing had got to!

Four fun-filled days later the engine and box are back in place. I have less than two millimetres of play with the tail-shaft – it only just manages to fit in. Fire her up, check for leaks, and then head out to the highway to calibrate the speedo. It works, doesn't whine or clash. Beautiful.

January 31st I drove to Bunbury via Walpole and Manjimup. Fantastic drive in the late afternoon of a very warm day. Sunday 2nd February I battled the elements and drove to Perth. Although there was drizzle for most of the way, I didn't get

Continued from page 6

wet. Friday 7th February – it's around 40 degrees and I drive through traffic into the heart of the city and then cruise along the coast between Swanbourne and Fremantle before returning through the city and back to the hills. No problems with the heat, even stuck at the lights. I recently relocated the twin thermo fans from the front to the rear of the radiator. I also gave the cooling system a clean-out and new Tecaloy 100 coolant. She cruises at around 85 degrees and idles at traffic lights at 100 to 110 degrees maximum.

Saturday 8th February I get 20km down the Brookton highway and the gearbox spits out the speed sensor and a litre of tranny fluid. Thanks to Graham Sach for the use of some tools and a spare sensor retaining bolt and I was back on the road in around three hours. The remainder of the trip back to Albany was uneventful but another fantastic drive via Pingelly, Katanning, Gnowangerup and through the Stirlings. All up around 1300km in three days of open roof bliss, well almost.

So I don't care to hear excuses such as "Too hot", "Too cold" or "It might rain." Get out there and enjoy your car. At \$1.12 a litre you better enjoy it!

Cheers and drive safe.
Dave Tadic.

OK this is for the brains out there in the wilderness.....no cheating!

World's easiest quiz

Write your answers before checking Page 10. It's easy 4 or more and you pass.

1. How long did the 100 years War last
2. Which country makes Panama hats?
3. From which animal do we get cat gut?
4. In which month do Russians celebrate the October revolution?
5. What is a camel's hair brush made of?
6. The Canary Islands in the Pacific are named after what animal?
7. What was King George VI's first name?
8. What colour is a purple finch?
9. Where are Chinese gooseberries from?

What! You failed to get at least 4 right?

Give it to the "kids" to have a go.

Rob's Ramblings.

I am interested in where ideas come from and how a car is "born". I have had quite a few cars and as well as needing a few "neddies", to me the aesthetics are very important. The Cobra's styling is magnificent and, in no small degree, is why we get so many smiles in the street and "G'days" from truckies (the V8 helps also!).

Flipping through some of my car books I thought I would put mouse to pad and look at our car's roots. (Sorry if this has been done regularly before and I am simply not yet with it.)

Lets follow the lineage from Shelby 427, back to Shelby 289/260 and further back to the AC ACE-Bristol and AC ACE.

You cannot say "it all started" at such and such because it does not but keeps going back and back. Lets start in 1953.

The Thames Ditton company of AC, owned by Charles and Derek Hurlock, was tiny and had a good reputation in the 50's, but not for innovation and state of the art wares. Beam axle fronts and an engine dating to 1919 were a tad dated- especially when you considered what the chaps at Coventry were doing with their "cats".

On being shown a hand-built Tojeiro racing sports car the two brothers immediately bought the rights to the car with the aim of making it "production-feasible" and using their engines. This was to become "our" car-but not for a while yet.

The engine of the new car, to be called ACE, was yet another upgrade of their venerable 2.0 litre six with Moss gearbox (the latter is horrible if you have not tried it). Power went from 40 BHP to 85 BHP and eventually reached 105 BHP in the late 50's. The idea came in 1953 and the car was for sale in 1954 which was pretty sharp work. Lights were moved and rack and pinion steering done away with from the Tojeiro original but little else was done.

The ACE was an open two-seater and it was later joined by a coupe, the ACECA. The basis of the frame was a simple ladder chassis from large tubes.

Suspension was independent front and rear via wishbones and transverse leaf springs.

The styling, especially the nose, was heavily inspired by Ferrari's "barchetta" ("little boat") done by Felice Anderloni at Touring (a coupe of which is at York (looks like the ACECA copue), or at least was 15 years ago when we last lived here!)

Front disk brakes were fitted in 1957 along with an optional electric over drive. The Moss box was dropped in favour of a Triumph unit.

The cars stayed in production until 1963 when all efforts were devoted to Shelby's work.

The biggest change to the ACE was the use of the Bristol engine with both the AC and Bristol-engined ACE's being in production together with the Bristol finally succumbing in 1964.

The Bristol engine went back to the 30's when it was designed by BMW. It came to Britain after the war in a manner somewhat akin to "war reparations", I believe-shoofy at best!

The engine produced between 105 and 130 BHP from a capacity of 120 cid (1.97 litres) via push rod overhead valves, part hemi heads and a long stroke-hence torque.

The weight of the ACE was 1685 pounds while the ACECA was 1840 pounds. When Bristol announced the phasing out of this engine (in favour of Chrysler V8 power) AC tried a Zephyr 2.55 litre six but this was not successful even though power was up to 170 BHP.

Of the two photos the car facing right is the AC ACE and the car facing left is the AC ACE-Bristol.

Production was 466 ACE's and 169 ACECA's.

Reference:

"The Great Book of Sports Cars", by Batchelor, Poole and Robson, Portland House, 1988.

EDITORIAL

- Had an interesting conversation with my Insurer the other day whilst paying for my annual insurance on my Cobra. I could still save a possible 40 per cent on my premium whilst my Cobra is not be used in the winter months. (eg: \$480 or \$275). The difference is there is no difference in the "cover". If my Cobra is on the road, say between September through to April then garaged from May to August you have "reduced the risk". All it takes is a phone call to my Insurer to notify them that my Cobra is on the road again for that period of time. (Yer, I know and before the cynics start....."but you never take it out on the road, or whatever" Just thought I'd pass on this info for those that may want to follow up)
- Come on people, the "Annual Show n' shine 2002" was a poor turnout considering the numbers in the Club. Whiteman Park is on in March so let's put our best foot forward and see if we as a Club can make a difference.
- Brian Plank, Dave and Jessie Kent, Rob and Marg Kirk and trusty Dave Tadic are major contributors to this Mag of ours. Although there has been plenty happening "if I don't know" it don't get printed. (Keith, you may have to appoint a scribe on each of the Club Runs to take some notes for the mag)

Answers.....

1. 116 years
2. Ecuador
3. Sheep and Horses
4. November
5. Squirrel fur
6. Dogs
7. Albert
8. Crimson
9. New Zealand

How did you go?

All grizzles and gripes to
Graham Ullock....."the quiz master"



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CHRISTMAS AT THE "JOLLY FROG"

"Club run to the Jolly Frog for Christmas Breakfast, Sunday December 8 2002
As usual the day was "just another sh....y day in Paradise"! Clear blue skies and a touch of cool breeze—perfect snake weather. About 8 Cobras were in the pits at Booragon BP for 0800 hour flag drop—nobody was late and nobody got lost. We all headed off down the Freeway and made a lovely site as we took up some half kilometre of road with the usual appreciative rubber-necking—"see what make of car that is....", "don't think it is a Holden...", "dunno what it is but it sure sounds and looks good..."

Speed limit was adhered too and apart from me nearly taking another Cobra out in passing ("damn self-centering not working again"), a totally uneventful trip was had by all.

The setting of The Jolly Frog is magnificent by the Port Bouvard estuary inlet. We picked up another Cobra or two at the restaurant and a few "civilian cars" so we were well into the 20's once seated. A pretty good turn out.

Breaky was fine and convivial conversation was excellent. Having lots of wives made the occasion and I am sure all would agree it was a good way to start of the festive season.

Thanks to Rob Keene for the organisation.

Rob Kirk

Funny thing.....

Four old blokes sitting in a retirement village (passed Cobra owners) and one bloke says: "What do you suppose is the fastest thing in the world?"

First old bloke says: "Ah, *'thinking'*. you know you 'think' about something and it is there straight away". Ok good one, they all agree.

Second old bloke says: "I know, *'blinking'* you 'blink' your eyes pretty damn quick". Yep, that's right, they all agree.

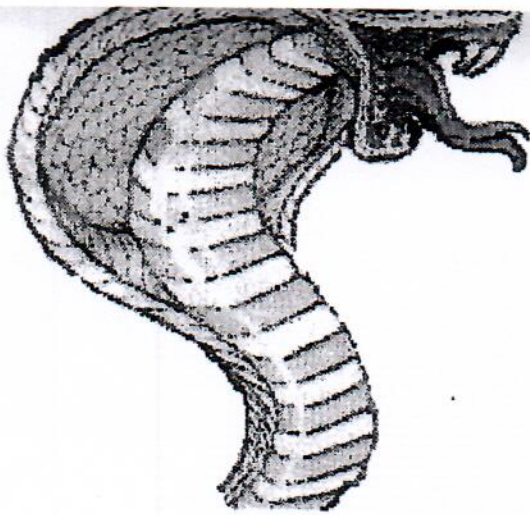
Third old bloke says: "Jeez, how about *'electricity'*, you walk over, turn on the switch and there it is, *light*" Wow he's right you know, and again all agree.

All three then look at the fourth old bloke and he says: "*Diarrhoea*"

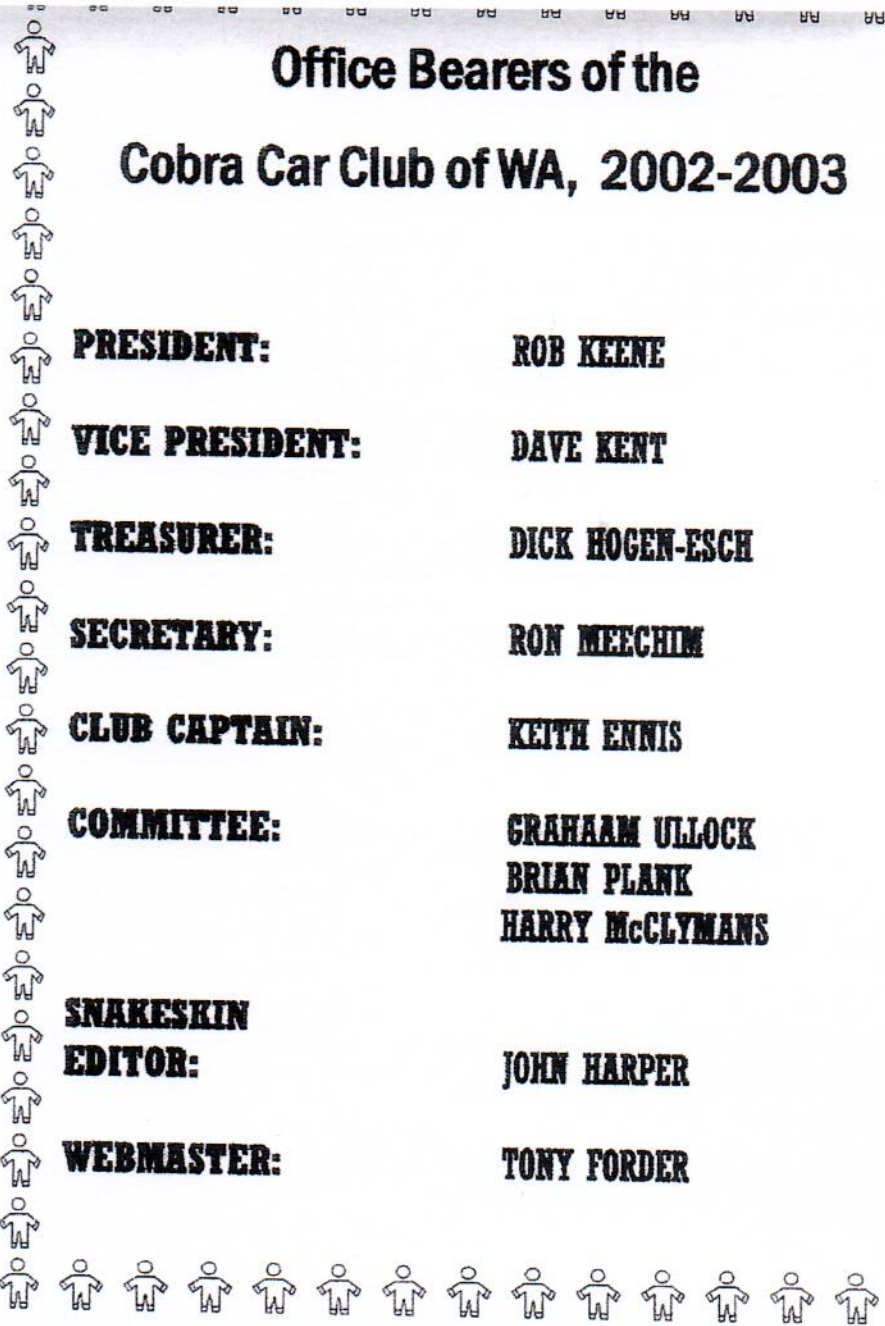
"What, they all scream together!"

Yep, he says: "that's the quickest thing around". "Before I could 'think', 'blink' and 'turn the electricty on',

"I shit meself"



Office Bearers of the Cobra Car Club of WA, 2002-2003



The Club magazine
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phone, fax or email any-
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