

**COBRA CAR CLUB** Western Australia

# Snakeskin

November 2007

Vol 25

**October - Cobra weigh in results**

***Dunsborough weekend***

***Shed run to Bobby Brown's***

**Murry Bill's fuel injected 429**



**Dick and Mark repairing Dick's punctured tyre at Dunsborough**

# Question : How do you Desensitise Brakes???

**BOBBY BROWN**

Took the car for it's maiden voyage around the block..... and nearly killed myself (and the wife to be) with neck snapping whiplash! I locked the fronts a few times while just trying to stop normally....

I am running the standard G-force set-up with the booster, all of which was provided by G-force.

Is there a way to reduce the amount of vacuum assistance???

I tried disconnecting the booster all together but I needed both feet to stop the car in the driveway.

**HELP!!!**



**Bob's shock reaction when he noticed the word 'FORD' on his Cobra's master cylinder cap, he is looking for one with the word hCve, Chve, eChv, veCh or something, "Oh dear!!!!..... I can't even write it."**

# Answer :

## Losing your reaction disk. BOBBY BROWN

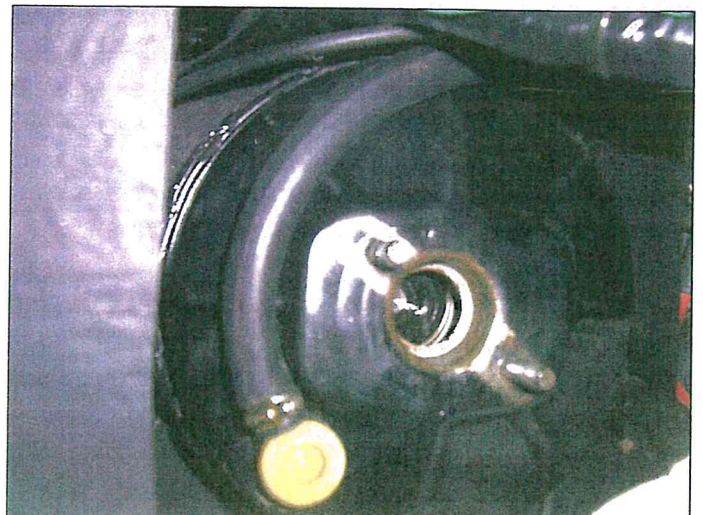
The reaction disk is a small rubber item that sits in the vacuum booster, between the “pedal to booster rod” and the “booster to master cylinder rod”.

This small (seemingly inconsequential) reaction disk, provides a progressive pedal feel in relation to master cylinder travel. When the reaction disk is absent, there is no buffer between the two rods and braking force becomes severe for normal pedal pressure. In a nutshell, as soon as you touch the pedal you will lock the wheels, (as I found out on my maiden drive).

The problem with the reaction disk is its nomadic lifestyle... these disks don't like to stay in one place! If there is no master cylinder attached to the booster and the pedal is pushed down, the reaction disk will simply fall out into the booster. In this case, the only thing that holds it in place is rubber grease!!! After the booster and master cylinder are fitted up to the pedal and the system is bled, the pre-load of the assembly keeps the reaction disk in position.

The moral of the story is; DO NOT press the brake pedal until the master cylinder is fitted to the booster.....

SALESPERSON	YOUR NO.	SHIP VIA	COLPPD	SHIP DATE	TERMS	DATE	PG
Graeme Street			X		C O D	2/10/2007	1
QTY.	ITEM NO.	DESCRIPTION	PRICE	UNIT	DISC %	EXTENDED	CODE
1	VH2013BK	REACTION DISC	\$7.27	1		\$7.27	GST
1	RG4	PBR RUBBER GREASE	\$9.09	1		\$9.09	GST
COMMENT	CODE	RATE	GST	SALE AMOUNT	SALE AMOUNT	FREIGHT	
Thank you for your business.	GST	10%	\$1.64	\$16.36			
						TOTAL (GST INCLUSIVE)	\$18.00
							\$18.00



*Pic 1. The size of the reaction disc.*

*Pic 2. What it goes on to.*

*Pic 3. What it looks like on.*

*Pic 4. Where it goes.*

Hi all,

*I recently had the opportunity to attend an informal Geelong car club meeting, there I listened to a speaker who was covering the topic of vehicle modifications in general. None of it was really 'new news' to me. The club and car owners have similar problems with upgrading old engines etc, with later EFI engines and upgrades. The questions and frustrations were the same we know of.*

*The speaker covered off on a variety of topics and then digressed onto insurance and owners responsibilities to accurately report and read fine print, in particular making additional modifications or changes. This guy had been a general auto assessor and was now specialising in assessment on modified vehicles for insurance.*

*He said he works with a large insurance company, that are speciality auto and club vehicle focused. I guessed it was one that we all know of or are insured with. He went on and covered a few points that we need to be cognisant of.... Let me see if I can briefly mention a few that surprised me a little....*

*# If you have an engineers report on your car and you modify the vehicle in anyway then your insurance company has the right to refuse a claim. This included simple things such as tyres, ride height, simple engine modifications and importantly the removal of any engineered parts - in particular parts identified on the engineers report.*

*# Insurance companies do not cover cars when competing in any competition of any type event - some arrangements can be made apparently.*

*# He explained that if the event required the vehicle to be driven on a closed course with vehicle door numbers or helmets worn by drivers, it was deemed a competitive event - read the fine print or discuss personally with the company.*

*# Further comment was solicited by those there/listening, regarding events such as the Targa Tasmania and club days at Calder Park raceway etc.*

*Comments he made were that individuals often contacted the insurance company and asked to modify/vary policies to allow them to enter some events.*

*# Basically, every car that competed at recent race or club events in Australia was not covered whilst competing, unless the owner had made/asked for a variation.*

*# Each car that is in your competition must be fully registered - it is otherwise seen as a race car and should not be on the track or course with other registered vehicles. The insurance company must be able to make a claim against another vehicle if appropriate....*

*My take on this is, that if you are on the track, you are on your own - that is no insurance of any type. If you do a track day and you are out with race cars and one collides with you your on your own. Interesting when you are aware of the events we get into... A comment made was insurance companies only cover track or driving improvement type events. Mmmm, I read that as tweed coats and hats... It's surprising when you have someone who understands and explains the 'fine print'.*

*This literally is interpreted as drivers in tweed coats and peak caps driving through witches hats. Once you go the next step in a controlled timed environment it is considered competition. He went on to say that it is near impossible to get an insurance company to cover a vehicle in this situation. Mmmm! Perhaps you may have a comment to make. Were you covered at the last event. Or did you think you were...*

*In concluding, he said that we should all simply ring the insurance company telling them what we wanted to do. Then listen to their options or refusal. He seemed to think it would be a refusal for the type of events I described to him. Does this effectively mean that we are driving around tracks totally uninsured in our road cars...*

*— It appears that I have been...—*

**August 31st**

Just got transferred with work into our new home in Karratha, Western Australia now this is a town that knows how to live!! Beautiful sunny days and warm balmy evenings. What a place! I watched the sunset from a deck chair on the verandah. It was beautiful. I've finally found my home. I love it here.

**September 13th:**

Really heating up. Got to 35 today. Not a problem. Live in an air-conditioned home, drive an air-conditioned car. What a pleasure to see the sun everyday like this. I'm turning into a sun worshiper.

**September 30th:**

Had the backyard landscaped with tropical plants today. Lots of palms and rocks. What a breeze to maintain. No more mowing lawn for me. Another scorcher today, but I love it here.

**October 10th**

The temperature hasn't been below 35 all week. How do people get used to this kind of heat? At least today it's kind of windy though. But getting used to the heat is taking longer than I expected.

**October 15th**

Fell asleep by the pool. Got 3rd degree burns over 60% of my body. Missed 3 days of work. What a dumb thing to do. I learned my lesson though. Got to respect the ol' sun in a climate like this.

**October 20th**

I missed Kitty (our cat) sneaking into the car when I left this morning. By the time I got to the hot car for lunch, Kitty had died and swollen up to the size of a shopping bag and stank up the \$3,000 leather upholstery. I told the kids that she ran away. The car now smells like Wiskettes and cat shit. I learned my lesson though. No more pets in this heat.

**October 25th**

The wind sucks. It feels like a giant fuckin blow dryer!! And it's hot as hell. The home air-conditioner is on the blink and the AC repairman charged \$200 just to drive over and tell me he needed to order parts.

**October 30th**

Been sleeping outside by the pool for 3 nights now.. Bloody \$600,000 house and we can't even go inside.

Why did I ever come here?

**November 4th**

It's 38 degrees. Finally got the ol' air-conditioner fixed today. It cost \$1,500 and gets the temperature down to 25, but the bloody humidity makes the house feel like it's about 30. Stupid repairman.

I hate this stupid place.

**November 8th**

If another wise arse cracks, "Hot enough for you today?" I'm going to throttle him. heat! By the time I get to work the car's radiator was boiling over, my clothes are soakin wet, and I smell like baked cat!!

**November 9th**

Tried to run some messages after work. Wore shorts, and sat on the black leather seats in the ol' car.

I thought my arse was on fire. I lost 2 layers of flesh and all the hair on the back of my legs and my arse. Now my car smells like burnt hair, fried arse, and baked cat.

**November 10th**

The weather report might as well be a recording. Hot and sunny. Hot and sunny. Hot and sunny.

It's been too hot to do anything for 2 damn months and the weatherman says it might really warm up next week. Doesn't it ever rain in this damn place? Water rationing will be next, so my \$5,000 worth of

palms just might dry up and blow into the f pool. Even the palms can't live in this heat.

**November 14th**

Welcome to HELL!!! Temperature got to 41 today. Now the air-conditioner's gone in my car. The repairman came to fix it and said, "Hot enough for you today?" My wife had to spend the \$2,500

mortgage payment to bail my arse out of jail for assaulting the stupid fucker. Karratha! What kind of a sick demented fuckin idiot would want to live here?

**December 1st**

WHAT????? This is the first day of Summer???? You are kiddin!

# EBAY auction recently

## Daytona Cobra Coupes: Carroll Shelby Autographed ~MINT~



Winning bid:  
**US\$2,136.00** (approximately AU \$2,417.66)

Ended **19-Nov-07 13:34:21**

Posts to: **N. and S. America, Europe, Australia, Japan**

Item location: **Irvine, CA, United States**

History: [25 bids](#)



**This collector's book is the special "Limited Signature Edition" of which there were only 400 printed.** The book has a hardback cover with a slipcase, and it contains three autographed sheets signed by the drivers and crew members. It has an affixed chassis plate that is hand etched with the **Serial Number 351/400**. The slipcase also bears the serial number 351/400. This particular serial number was chosen prior to purchase to correspond with the Ford 351w engine. The original purchase receipt from Stauffer Publishing and a certificate of authenticity is included with the book. **In addition to the original 43 individual signatures, there is a personalized signature by Peter Brock on page v, and also another personalized signature by Carroll Shelby page viii.**

<i>The Drivers</i>			<i>The Crew</i>		

## Dunsborough '07

Pioneer World Armadale was our starting point for the Dunsborough weekend. Those there for the run were Alan & Ronnie Golding, Dave & Jessie Kent, Simon Kent and Brooke, Mark Thomas, Vicki Wilder with their friend Kathy, Coleen & Harry McClymans, Tony & Pat Varis. It wasn't a long wait before we were off to Pinjarra for the first stage. The trip was uneventful with flowing traffic so we were soon there and having breakfast at the Steam Driver's Café Pinjarra. Ron, Nola, Dick, Leone and new member Murray Bill were already enjoying their breakfast. We ordered and breakfast was served—I resisted the Steam Train Driver's breakfast and settled for a simple scrambled eggs (bloody diet). When we were all finished, we had a driver's meeting on the footpath and Ron gave the itinerary and run down on convoy procedure before we headed to our next stop—Collie.

The cruise to Collie passed without incident and once there we filled up with fuel, took time to use the amenities, bought drinks and the odd snack, then headed off to Balingup which was to be the lunch break.

I joined Dick in his Cobra at Collie and we played chasey behind the McNally's and the Kent's—it was fun until we came up over a hill to find Ron had missed the right turn at the intersection and where Dave and Ron's Cobras were now parked in a very untidy group of two. Dick being the cool dude he is, casually applied the brakes very fast and with great vigour bringing us to a skidding halt next to the others, now making an untidy group of three.

000pps!!! Dick's car stopped like it had ABS—

Well done Dick—it stopped straight and with limited sliding “saving the day”.

The rest of the run was filled with odd events, after the Balingup lunch and a look around the town we headed to Nannup, stopping at a cheese factory along the way. It certainly wouldn't be on the tourist list, it was very ordinary. We sampled their cheeses' and left with out any sales— we had pulled into the wrong one!!



*Mark Thomas with the 'Steam Train Drivers Café' menu in Pinjarra*



*Drivers meeting on the footpath*



*Alan & Ronnie trying not to be recognized in Dunsborough*

# DUNSBOROUGH '07



*'Thelma' Hogen-Esch and 'Louise' McClymans in beautiful matching white visors looking for the gear thingy.*



*Left: Dave Kent rewiring the sidepipe for the second time. He drove up onto a log and some rocks to be able to get under the Cobra, while Simon took a photo of the event.*

*Right: 'THE OTHER STORY'*





## DUNSBOROUGH 07

Further on in Nannup, Dave Kent's sidepipe exhaust had caused a problem requiring wiring to hold it up to the chassis, it was an opportunity for photos and the usual funny comments. Not much further on Dave's Cobra needed rewiring—this time we found some good heavy fencing wire and did a far better job—by the way—we did not damage any fencing. We all made it to Dunsborough and settled into some relaxing out near the pool with a few ales. Dick and Leone were the only brave ones to go for a swim.

We had time to clean up and make ourselves pretty before wandering over to the restaurant next door for our evening meal—where the fun and frivolity continued. The restaurant's meals and service were very good and we were there until very late.

Sunday morning meant breakfast at a local café and a flat tyre on Dick's Cobra. This was quickly fixed with the help of Mark Thomas. Mark had an excellent tyre repair kit that made very short work of the problems, which were 2 nails. Whilst the repairs were being carried out, a local Dunsborough Cobra



*Ron McNally having a chat with Ian Read about his driving skills.*

owner Ian Read came around to the motel to say hello and have a chat. He had been racing at one of the race events in the south west somewhere when he came to grief hitting some concrete on the side of the track, this is why he has the racing tape all over the front guard. Soon after we were on our way home heading through the Ferguson Valley to the home of the Gnomes—“Gnomesville” - it gets bigger every time I see it. I enjoyed my stop there—it's like another world and another time, yeah! yeah! I know it's all touchy feely!!

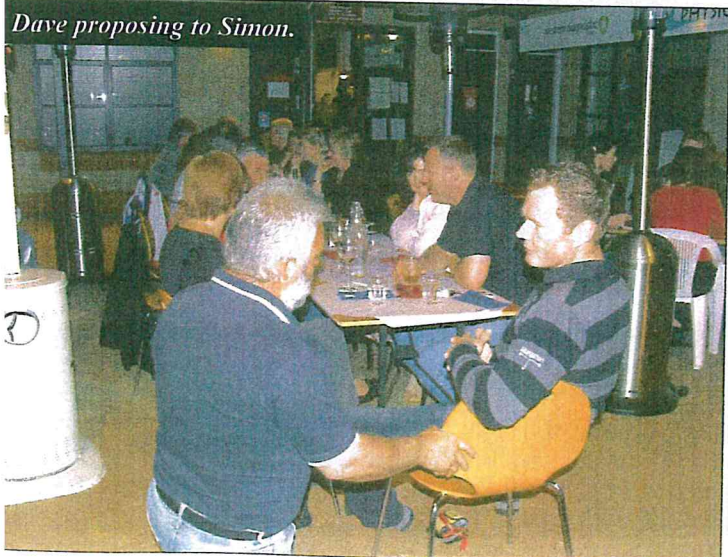
While everyone was heading back to Mandurah and Perth, Coleen and I left the group

shortly after Gnomesville to head back to Dunsborough to spend the rest of the day and an extra night. We did the touristy thing and went for a drive towards Margaret River looking at the incredible number of wineries that are on the way and the amazing new ones being built, perhaps we could do a winery weekend down there next year, (food for thought).

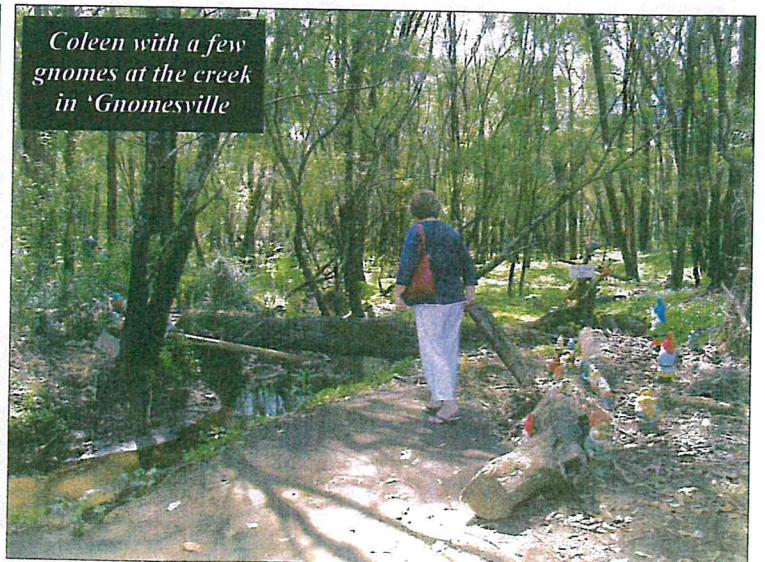
Coleen and I enjoyed the night watching the latest Foxtel movies in bed with a bottle of pink Champagne and large box of 'Ferrero Rocher' chocolates. ....'But that's another story.'

**Harrymac.** Editor

*Dave proposing to Simon.*



*Coleen with a few gnomes at the creek in 'Gnomesville'*



# Cobra weigh in.

Club members took advantage of the opportunity to have their Cobra's weighed at Kim Ledger's LF Performance Company in October. Kim had the corner scales set up and the members cars took turns in being weighed, giving corner weights, total weight, front weight, rear weight and weight percentages. Ron Meechin had the lightest car at 1119kg and Alan Golding at 1294 kg had the heaviest, the best balanced Cobra at 49.9% front and 50.1% belonged to new member Ross Smith's RMC.

The morning started with talks from experienced and successful racing drivers Kim Ledger and Kerry Wade on suspensions, suspension setups, castor and camber angles with the differences between racing and road, also a talk on the range of Bridgestone racing tyres they sell at LF Performance.

Kim opened up all his workshops for everyone to have a look around at what they do and get up close to the many race cars that were there. Kim, Kerry and Terry Fielding (engineer) were on hand over the day and were glad to answer any questions from the club members. The day was another opportunity for the club to get together and talk cars and Cobra's— we had a lot of Cobra builders and prospective new members come along and enjoy the atmosphere and the BBQ lunch put on by the club.



Ron learning about Bridgestone racing tyres from Kerry Wade.



Left top: Kim Ledger weighing Ron Meechin's Cobra.

Left: Members listening to the talks.

NAME	MAKE	MODEL	FRONT WEIGHT	REAR WEIGHT	TOTAL WEIGHT	FRONT %	REAR %	CORNER WEIGHTS		
Windscreen	angle degree		kgs	kgs	kgs			Right	Left	
Ron Meechin	55	RMC	S/C 302 W	569.0	550.0	1119.0	50.8%	49.2%	R 273.5 F 292.5	276.5 276.5
Dave Kent	48	BOOMERANG	S/C 351 CL	592.0	550.0	1142.0	51.8%	48.2%	R 276.0 F 296.0	273.5 296.0
Ross Smith	50	RMC	S/C 5.0 EFI	584.0	586.0	1170.0	49.9%	50.1%	R 299.0 F 293.0	287.0 291.0
Bobby Brown	49	G FORCE	S/C 5.7 GMH	568.5	609.5	1178.0	48.3%	51.7%	R 305.0 F 292.0	304.0 276.5
Keith Ennis	57	RMC	S/C 5.0 EFI	587.5	612.5	1200.0	49.0%	51.0%	R 298.0 F 311.5	314.5 276.0
Graeme Dowsett	52	BOOMERANG	S/C 5.0 EFI	618.5	604.5	1223.0	50.5%	49.5%	R 307.0 F 315.5	297.5 303.0
Allen Dewar	52	G FORCE	S/C 351 W	599.0	625.5	1223.5	48.9%	51.0%	R 328.5 F 297.5	295.0 301.5
Marty Chappell	55	RMC	S/C 5.0 EFI	605.5	629.5	1235.0	49.1%	50.9%	R 306.5 F 323.0	323.0 282.5
Simon Clemens	45	LUCAS ARROW	S/C 5.0 EFI	606.5	647.0	1253.5	48.4%	51.6%	R 330.0 F 300.5	317.0 306.0
Dick Hogen-Esch	57	RMC	S/C 5.0 EFI	570.5	695.5	1266.0	45.1%	54.9%	R 362.5 F 280.5	333.5 289.5
Robert Payne	47	G FORCE	S/C 308 GMH	612.0	655.0	1267.0	48.3%	51.7%	R 336.0 F 302.0	319.5 310.0
Ron McNally	54	G FORCE	S/C 351 W	593.5	680.5	1274.0	46.5%	53.5%	R 344.5 F 306.0	335.5 287.5
Brad Tomlinson	53	LUCAS ARROW	S/C351 CL	615.5	677.0	1292.5	47.6%	52.4%	R 331.0 F 312.5	345.5 303.0
Alan Golding	49	G FORCE	S/C 351 W	643.0	651.0	1294.0	49.7%	50.3%	R 338.0 F 326.0	313.0 317.0

**NOTE:**

The weigh in took place without drivers in the car and fuel quantity in the tanks unknown. It was set up as a fun day to give members an idea as to the balance and weight of their Cobra's.

Harry. McClymans

# RMC OPEN DAY

*A nice way to spend a Saturday morning is wandering around a Cobra factory looking at all kinds of things Cobra.*

There were several Cobra's there in different stages of build, also many Westfields on the racks ready for building and underneath a blue tarp to one side was a hidden Daytona, now don't get excited, it wasn't Shelby's lost Daytona- it is one they are designing and building to add to their list of cars (but it is a long term project).

The morning was popular with the members as around 35 attended the Replica Motor Company open day for the Cobra Car Club.

Kim and Richard were kind enough to give us a run down on the history of the RMC company and their future plans which include being an agent for 'KIRKHAM COBRAS'. They currently have two aluminium Cobras on their way here to Perth. Maybe we can have another open day when they get here. Please?????

A BBQ lunch was there to feed the crowd. Thanks to Graeme Dowsett for bringing his BBQ again, thanks also to the cooks Ron Mc and Dick Hoges and a special thanks to me, Harry the ex smoker. There was a problem lighting the BBQ- nobody had any matches or even a lighter, except me, I found 2 matches in a matchbox in the bottom of my console. Ron McNally cleverly started the gas with only one match and at the end of the morning Ron gave me the remaining match back. It was a good day with lots to see and talk about.

A big thank you to Kim Carter and Richard Wheeler for opening the Cobra Company for us to enjoy.

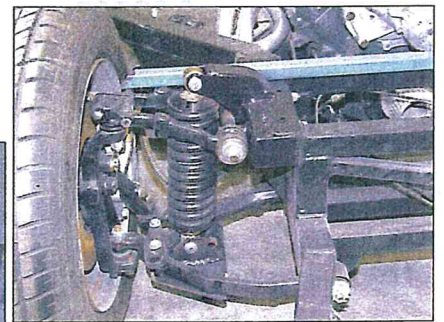
**Harrymac- Editor.**



A very attractive purple cobra on the hoist



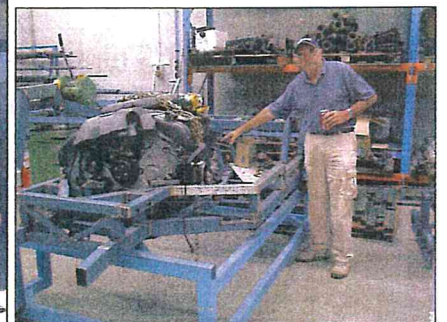
Richard Wheeler, Dave Kent and Kim Carter at lunch



Notice the vertical spring/shockie



RMC the new and the old- Ross Smith's new Cobra about to be licensed and on the right- Keith Ennis purchased his RMC Cobra on 4th July, 1990, it is number RMC89.



Murray pointing at something behind the Boss 260 engine, who knows???

OUR LIFE MEMBERS AWARDS 2007

**COBRA CAR CLUB**

**WESTERN AUSTRALIA**

**Life Membership Award**

**Robert. Keene.**

In recognition of your outstanding service to the  
Cobra Car Club of Western Australia.

**CLUB PRESIDENT 2007**

*David Kent*

*David Kent*

**CLUB SECRETARY 2007**

*Ron McNally*

*R. McNally*

**COBRA CAR CLUB**

**WESTERN AUSTRALIA**

**Life Membership Award**

**Graham. Sach.**

In recognition of your outstanding service to the  
Cobra Car Club of Western Australia.

**CLUB PRESIDENT 2007**

*David Kent*

*David Kent*

**CLUB SECRETARY 2007**

*Ron McNally*

*R. McNally*

# IMPRESSIVE 429 COBRA

I recently had the pleasure of being a passenger in a big block Cobra. The Dunsborough return trip on the Sunday morning saw me sitting in Murray Bill's magnificent blue Cobra. We cruised the Ferguson Valley in convoy with the other Cobras on a beautiful sunny morning through a very picturesque piece of countryside in our south west.

Murray bought the car from it's original owner who had the Cobra built as a turnkey from G/Force, everything is the best you can get and the attention to detail is outstanding. If anybody knows anything about the car could they please let Murray know. There was a story about it in the Saturday **'Western Australian'** some time ago, the owner was planning to take it to America with him but changed his mind. If you have a copy of the article or know the date it would be a good start.

Power—WOW!!..... The fuel injected 429 Ford just keeps pulling—effortlessly— in any gear at any incline it just keeps pulling. Travelling through the hill's and valley's of the Ferguson Valley, Murray used a high gear most of the way and when power was needed it was just applied by the right foot with no need to change down a gear and rev away, it made for some very comfortable cruising.

**Harrymac**

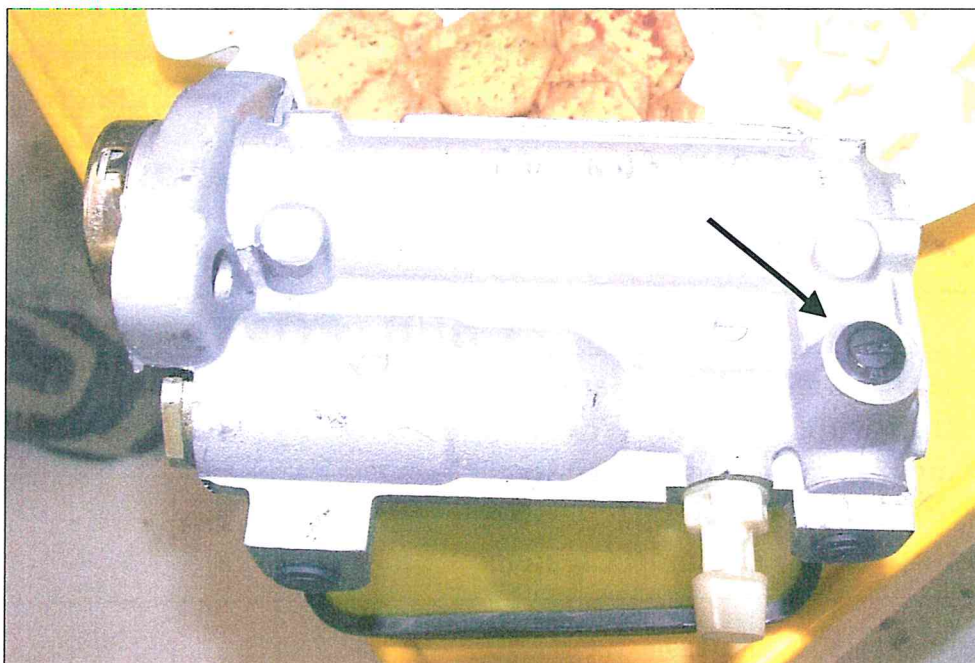


An excellent tip was passed on to me recently by a new member Ross Smith. Ross has the nice new shiny red RMC with the white stripes about to be licensed. He was telling me about having his car back together after the painter had finished and bled the brakes, a simple task, just fit everything where it is supposed to go, tighten it all up, put a good quality brake fluid into the master cylinder, making sure not to spill any on the new paint work— because you all know what happens when you mix brake fluid with paint.

Ross had double checked everything twice just to make sure, he had the self air bleeding tool on one of the front brake calliper nipples and he was ready. He sat in the Cobra and started pumping the brake pedal and pumping and pumping, but nothing was happening, there was no pressure, he got out of the Cobra to have a look why?. Looked into the engine bay to see — BRAKE FLUID EVERYWHERE — Ross immediately got the hose and washed it all away, then used soap and water to make sure it was all gone.

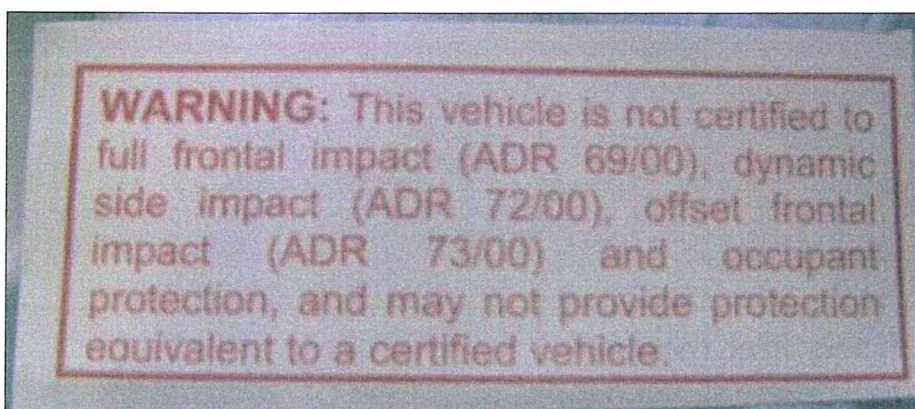
His following investigation discovered a missing bung underneath the master cylinder, it was plastic and was pushed out on the first pump of the brake pedal, the bung is only put there to keep dirt out unless you are going to run two brake lines on the front brakes, it requires a short metal bolt and washer to seal it.

This is the master cylinder Perth Brake Parts sets up for RMC and G/Force kits so be aware of this when you are doing your brakes.



Harrymac.

## SAFETY STICKERS FOR LICENSING IN THE EASTERN STATES MUST BE STUCK ON THE DASHBOARD



### WORLD'S EASIEST QUIZ

Good luck and be honest. Passing requires 4 correct answers.

- 1) How long did the Hundred Years' War last?
- 2) Which country makes Panama hats?
- 3) From which animal do we get catgut?
- 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 color is a purple finch?
- 9) Where are Chinese Gooseberries from?
- 10) What is the color of the black box in a commercial airplane?

#### ANSWERS TO THE QUIZ

- (1) 116 years, (2) Ecuador, (3) Sheep and Horses, (4) November, (5) Squirrel fur,  
 (6) Dogs, (7) Albert, (8) Crimson, (9) New Zealand, (10) Orange.

### CLUB CONTACTS

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