



VOLUME 28

# SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

SEPTEMBER 2011

## Harry McClymans awarded Clubman of the year 2011

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### NEXT ISSUE

Part 1 of Ricky Viragos' Datona build

Part 2 of Tim Walmsleys' FFR build

Harry Mc Clymans has been voted by the club members as clubman of the 2011 year. This is the 4th time Harry has won this award. Club president Dave Kent made the presentation at the AGM held in July 2011. Dave made special mention of the effort and enthusiasm that Harry had shown in making the 2011 "Show and Shine" held at Whiteman Park such a huge success.

Harry was instrumental in seeking and securing sponsorship from companies and suppliers for this years event. All of the sponsors involved are listed later in this edition of the CCCWA snakeskin. If you are given the opportunity please support these companies.

Congratulations Harry



### From the editor

Welcome everyone to the latest edition of the Cobra Car Club Snakeskin. It has been some time since the last edition however we have a plan in place to produce an edition bi-monthly.

Great plans but this will not be possible without your help to provide anything that may be of interest to club members.

In this edition you will see that there are place holders for future content. If you can contribute in any way or have any ideas please send them through to me.

eterrell@motherwell.net.au

Thank you to everyone who has contributed to this edition . Eddie

## Presidents Report by Dave Kent

G'Day Cobra nuts and welcome to the reborn Snakeskin after a lengthy absence. Firstly let me take this opportunity to express my sincere thanks to our new editor in Eddie Terrell for picking up the ball and making sure the snakeskin was again available to the members. When Eddie put his hand up and said he would make it happen there was no doubt in my mind we were on a winner.

Now the responsibility is on all of us as members to make sure we support this enormous effort by providing articles and information to Eddie for inclusion in the magazine. These can be pictures of your pride and joy, stories/pictures of your build, Cobra related articles, places you've visited etc.

On another note I would like to welcome our new committee members to the fold and also thank those returning members, some who have been doing jobs for many years, for continuing to look after the club they love.

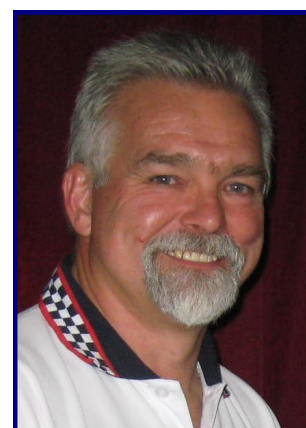
Congratulations to my wife Jessie on her investiture as a life member of the Cobra Car Club of WA. Jessie joins well respected names in Rob Keene, Harry Maclymans and the late Graham Sach on the elite list.

Don't forget the second biggest event, after Whiteman Park, the annual Christmas Party is on again on 26 November at the Hoges Breath Café in Mindarie so mark it in your calendar now so you don't miss out.

On the subject of calendars the new club calendar is out so check it out and line yourself up for a run as the bigger the group the more fun is had by all and we are currently coming into some great Cobra weather.

Now sit back and enjoy your read and remember if it's too loud you're too old.

Dave Kent



## Office Bearers for 2011/12

Position	Name	Email	Phone
President	Dave Kent	daveandjak@bigpond.com	9497-9479
Vice President	Harry McClymans	mclymans@opera.iinet.net.au	6201-0492
Secretary	Ron McNally	mcnallyr@tpg.com.au	0402 200 224
Treasurer	Alan Dewar	admin@workclobber.com.au	9317-4733
Club Captain	Dragan Simic	arcforce@bigpond.com.au	0409 445 266
Web Master	Bec Eves	cccwa@iinet.net.au	0410 509 344
Committee	Graeme Dowsett	gdowsett51@hotmail.com	0417 938 766
Committee	Jessie Kent	daveandjak@bigpond.com	0417 996 153
Committee	Troy Kent	nudgebar7@hotmail.com	
Snakeskin	Eddie Terrell	eterrell@motherwell.net.au	0400 599 168

## Club Calendar for 2011/12

Month	Runs		Meet	Event	De-part	Information	Organiser
	Sat	Sun	Wed		Time		
Oct	8			Parkerville Hotel	10:00	Depart Caltex Midland for Hills run to	Vern Charteris
			12	Go Karts Belmont	TBA	Club Kart Champion	Troy Kent
			26	Veteran Car Club (BBQ)	6:30 PM	BBQ and October General Meeting	Club
Nov	12	13		Dunsborough Over-night Run	8:00 AM	Depart Ye Olde Narrogin Inne, progressive pickup from Pinjarra	Jessie Kent
			23	Veteran Car Club	6:30 PM	November General Meeting then Hamburger Hill Run via tunnel	Club
			26	Christmas Function		Hogs Breath Café Mindaree	Miles Wood
Dec	10			Twilight Run	TBA	Depart Mandurah Bunnings - Progressive Pickup to TBA	Harry McClymans
Jan		8		Beach Breakfast Run	7:00 AM	Depart Ye Olde Narrogin Inne to Dawseville for breakfast	Ron McNally
			25	Veteran Car Club (BBQ)	6:30 PM	BBQ and January General Meeting	Club
Feb			1	Committee Meeting	TBA	TBA	
	11			Valentines Run	5:30	Depart Forrestfield Macdonalds to Kent	Jessie Kent
			22	Dick and Leone Hogen -Esch	6:30 PM	Departing Hungry Jacks Baldivis - depart 7:00PM.	Ron McNally
		29		Whoop Ass Wednesday			Alan Dewar
Mar		11		Harry's Fish and Chip Run	5:00 PM	Progressive Freeway Pickup from Mindare South for Fish & Chips	Harry McClymans
			28/29	Classic Car Show	8:00 AM	CCCWA Show and Shine - Whiteman Park	Ron McNally
			28	Veteran Car Club (BBQ)	6:30 PM	BBQ and March General Meeting	Club
Apr	14			Graham Sach Memorial Run	8:00 AM	York for Breakfast	Graeme Ullock
			Bye				
		29		Cobra Poker Run			J, D & T Kent

### Future suggested events. Contact your Club captain if you feel you would like to be involved or contribute to future events

Month	Event	Information	Organiser
Anytime	Skid Pan Fun	Somewhere Slippery	Al Dewar
Summer	Fast Karts	Wanneroo Raceway, possible joint venture with another club?	
Sept - April	Mystery Rally	Well, it's a mystery isn't it.	Ron McNally
Sept - April	Hartley Estate	Gingers Roadhouse	Rob Payne (Dave Kent to followup)
Anytime	Private ManCave Tour	Depart Ye Olde Narrogin Inne to Fremantle	
Anytime	Private Collection Run	Depart Gingers to Tony Pernuchelli's private museum	
Sept - April	Whoop Arse Wednesday	Meet at Kwinana Raceway	Harry McClymans and Al Dewar
Anytime	Poker Run	Meet at x then y then z then a and b, stopping for lunch at c	anyone?
Anytime	RMC Factory	RMC Sausage Sizzle	anyone?
Sept - April	Ladies Run	Depart somewhere Fabulous dahling	

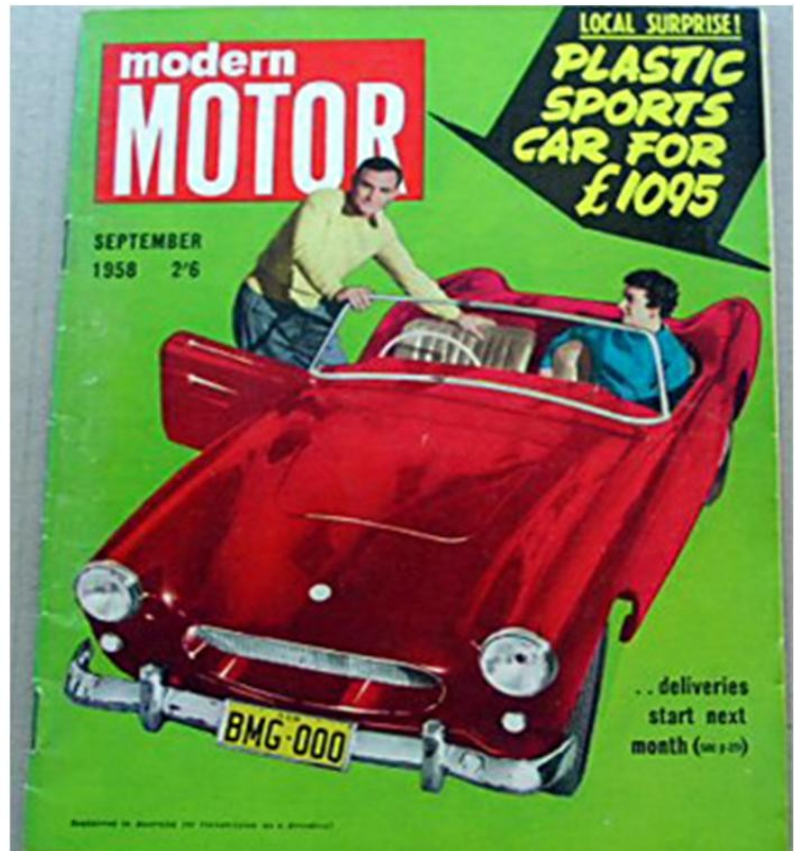


### Magazine articles

Modern Motor 1958 September - [Buchanan Cobra review BMG 000](#)

Modern Motor 1959 April - [Buchanan Cobra test BMG 111](#)

Sports Car World 1959 May - [Buchanan Cobra test BMG 111](#)



N H Buchanan Motor Co Pty Ltd was an [Australian kit car](#) manufacturer. It made [sports cars](#) in the 1950s.

The original body produced by Buchanan was a fibreglass item based on an [Aston Martin DB3-S](#) racing car. Buchanan borrowed a DB3-S and pulled moulds from it while it was in Australia. The styling was altered by filling in the scallops either side of the bonnet and re-shaping the grille opening to be oval. Because the target market was for rebodding of early model [MG](#), the Buchanan moulds were cut and extended between the door openings and the rear wheelarches, adding several centimetres to the body length.

Racing car kits were also produced, consisting of this type of body plus a fabricated X-frame racing chassis manufactured from steel channel sections welded face to face to form box sections. The chassis used mechanicals from an FJ [Holden](#), with the front suspension crossmember and rear axle assembly being shortened to suit the narrower body.

The **Buchanan Cobra** was introduced in 1958 as a production vehicle based on **Standard 10** mechanicals. Only 7 were manufactured.



# BUCHANAN COBRA

THE FIRST 'COBRA' was AUSTRALIAN



**Researched and written by  
Paul Schilling**

***Seven (maybe 8) Buchanan Cobras were produced between 1958 and 1961, initially by Nat Buchanan, in conjunction with Pressed Metal Corp Ltd who built the box section chassis, and later by J&S Fibreglass Sales.***

Production ceased early in 1960 with the introduction of the Bug Eye Austin Healy Sprite, which was marginally cheaper and faster.

The business was taken over by J&S Fibreglass sales in 1960 or 61 and they completed the remaining bodies already commenced by Nat Buchanan.

The history is a little vague at this stage as the N.H. Buchanan Motor Co Pty. Ltd. closed down in about 1960/61 and was bought out by J&S Fibreglass in NSW. Nat Buchanan had finished at least 2 cobras and J&S continued to complete the remaining cobras to make 8 in all completed.

Four of the seven Cobras have also been identified as remaining, one is in New Zealand and was recently sold on E-Bay for \$3000.00 NZ in bits and having been converted at some time to Jaguar XJ6 mechanicals, at the time of writing this car is still in bits and very unlikely to proceed much further.

Another Cobra is in NSW in the hands of a "collector" of Aussie fibreglass production sports cars and planned to begin restoration work on the chassis in 2008.

A third is in pieces in Victoria and about to undergo a full restoration while #3 has been restored as a historic race car.

Research disclosed the J&S Fibreglass completed the remainder of Cobras with the 1147 Triumph Herald motors and twin S.U. carburettors.

A letter from the Factory Manager Richard Maryland indicated the later fitment of the 1147cc Triumph Herald motors and twin S.U. carburettors.

Nat Buchanan provided one completed Cobra, registration number NSW BMG-000, for road testing in September of 1958 by Modern Motor magazine He later went on to provide another car, registered number BMG-111, for road test by Sports Car World in May of 1959.

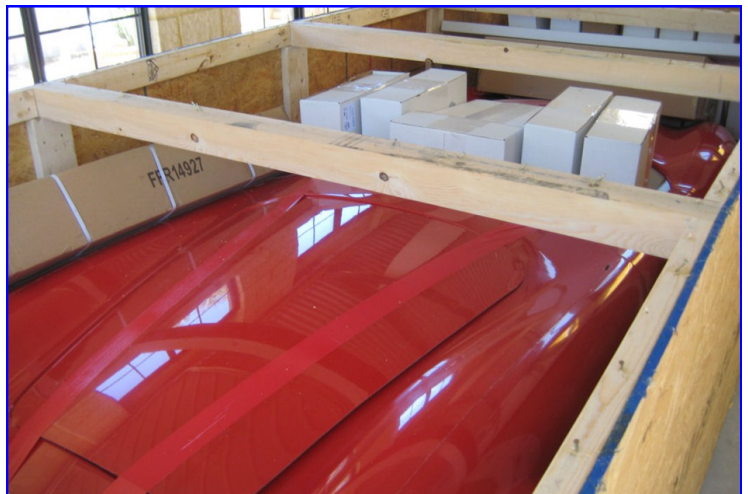
Another road test was conducted by the Great Australian Sports Cars and Specials magazine on the same car registered number BMG111 and this article makes mention of the fitting of the larger Triumph Herald engine to the Buchanan Cobra. It is not clear when this article was written but it is clear that it was written after the fitment of the larger 1147 motors.

## FFR Cobra build by Tim Walmsley (part 1)

In many ways the build for my Cobra replica began in about mid 2010 when I read a comment made in a web forum where someone had suggested that if they were to build a cobra today, they would build the Mk4 Roadster by Factory Five Racing (FFR). I was at that stage considering the possibility of building one of these cars and how I might actually go about it, but had no real clear direction about which offering from the local kit suppliers might make the best (for me) starting point, and I was not really sure of what happens once a 'rolling chassis' is bought home – I mean where does one start? So that comment about Factory Five came as a bit of a revelation.



Of course at that time I had no idea about who they were, but in fairly short order I decided that FFR, aside from being the biggest and most prolific kit car builder in the world, were offering something that I could see myself being able to build, with the majority of bits and pieces supplied. Sure it was LHD and would need converting, but still I felt the pros for this car far outweighed the cons.



So come October 2010 I had seen enough, and with the assistance of some special pricing FFR were offering at the time, I placed an order! About then I also learned that there was already another FFR Roadster already being built here in Perth, and that fellow CCCWA member David John had also placed an order about a month before mine.

Lots of fun then followed – I needed to organise freight, customs, marine insurance, power for my garage, some new tools (now that was fun!) and lots of little things in preparation. And convince my wife the best place to park her Pajero was in fact no longer in the garage, but outside, where it could re-connect with nature.

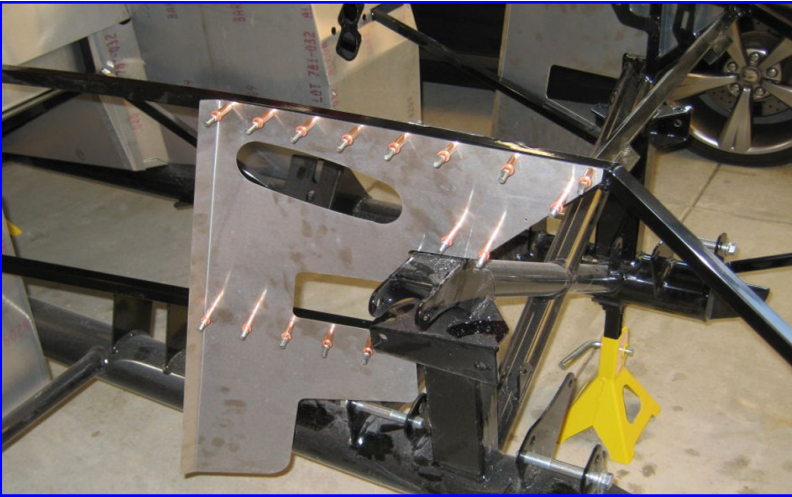
Jobs done, and then come Feb 2011 look what turned up!

First job, get it out of the crate and do some inventory. Wow, it's a big box, and where am I going to put all these bits and pieces? Dave John helped me immensely with a neat frame that would let me store the body up over the chassis. Many thanks Dave.





## FFR Cobra build by Tim Walmsley (part 1)



The aluminium you see on the car is as the car arrived. It is all just sitting there (held with a few tek screws). I will need to remove it all. Then start putting it back, this time with rivets and silicone.

From here some good progress was made, with front and rear suspension going in



Note: the suspension in these cars is Mustang based, but with custom A-arms for the front, and a Moser 8 3/4" live axle rear. Ford based IRS is also available for the rear, which Dave is using, but I like the simplicity of the live axle.





## FFR Cobra build by Tim Walmsley (part 1)

It was then around this time in the build that some of our fellow CCCWA members decided a bit of show and tell was in order. A Sunday morning in March was then set aside for anyone who was interested to come and see. And as it happened there was quite a few at that! Was loads of fun too as the street outside my house began to rumble louder and louder from about 9am.

I think the day was enjoyed by all, and for most it was a first look at a Factory Five offering. I think most were impressed. Next item on my build to be tackled was the RHD conversion.

I must admit progress did slow somewhat as I no longer had my build manual to follow. A fair bit of time was spent on various mock-ups looking for the best way to go about this modification, but I found myself hamstrung in not having an engine and hence being unsure of what clearances I had to work with.

So time to find an engine.





## FFR Cobra build by Tim Walmsley (part 1)

One thing I did start to learn around now was how much time is spent in procurement, especially when you want to use parts from one car in a different car, ie the cobra. It did make me appreciate all the bits I do have that came with the kit, that's for sure.

A ton of research later, looking at the different engine choices I could make, I settled on a new LS3. Along with a matching TR6060 gearbox, clutch, flywheel, slave cylinder, ECU etc etc. These parts were all HSV surplus items and as such pretty reasonable on price.

How the LS3 arrives - they pack it in a cardboard crate!

Actually I was very happy with this engine choice, as it means that for the most part, my car will have been built from 100% new parts and materials.

Next step of course was to get the LS3 and TR6060 to reside in the proper place. To start with I coupled the two together, and with the help of a borrowed hoist (thanks bro) I threw the motor in to see how it might look.

It went in OK if a little tight around the trans. From here I could resolve the mounting. Originally I was going to use the kit supplied mounts, but in the end I cut them out from the chassis and welded in some new ones. It took quite a bit longer than this short paragraph suggests, but in the end it all worked out good.

Tim's story will be continued in the next issue.





## January twilight Run by Harry Mc

What a perfect night, warm weather with a light cooling breeze gently drifting across the river.

The sweet aroma of onions and sausages frying on BBQ's lingering in the evening air.

Sounds of soft murmuring conversation amongst friends broken with giggles and laughter.

As the twilight slowly dimmed in the sky, the darkness of night closed around us, we watched the city lights come on with a blaze of colour that shone across the water.

"Other than that, I suppose the night was alright." he said, whilst chewing on leftover sausages and onions for breakfast.

There were about 34 picnickers on the grass by the river, we had 10 Cobras and several tin-tops in the car park,

It was a good turn out. The weather probably played a part, after such a hot humid day with the promise of a couple of showers would have made some decide not to risk it.

The only rain encountered was on the Mandurah convoy where it poured just as they got on the Freeway,

But everyone knows if the Cobra is moving in the rain you don't get wet, "DON'T YOU BELIEVE IT."

When we arrived the park was a alive with activity, with picnickers and BBQer's everywhere, but by about 7:00pm they had all had their fill and left, leaving very few people, making it a perfect time to be there.

I don't think they left due to the fact one Cobra driver with a big block revving his engine, frightening the picnickers and setting off car alarms. I wont tell you who he is, but I will give you a subtle clue - we have had our Christmas Parties at his wonderful establishment.

Thank you all for coming and helping make it memorable.





January twilight Run by Harry Mc





Meguiars were a major sponsor of this years  
“Show and Shine” held at Whiteman Park

## About Meguiar's

### **Over a Century of Excellence**

What began in 1901 as a simple furniture polish laboratory and plant in the garage of founder Frank Meguiar, Jr., now spans four generations of Meguiar family stewardship. From his first bottle of furniture polish, Frank Meguiar, Jr. was steadfastly determined never to sell a product unless he was convinced it was the very best of its kind on the market. To this day, the family follows that dictate and, as a result, has generated millions of enthusiastic users around the world.

For example, at the 50th anniversary of the prestigious Pebble Beach Concours d' Elegance, the most famous car show in the world, 21 of the 25 Best of Class winners and the Best of Show winner all used Meguiar's products to achieve their flawless perfection.

### **Working with Car Manufacturers**

Meguiar's technicians work closely with the world's leading automotive paint manufacturers, car manufacturers, car dealers, body shops and detailers to ensure our products are state of the art and user friendly.

Meguiar's serves as a consultant to many car makers around the world on paint quality and paint correction issues in their assembly plants and at the dealership level.

### **Meguiar's In Australia**

MotorActive Distribution was established in 1990 as one of the first distributors of Meguiar's products outside the USA, and has grown rapidly to establish the brand as the car care leader in Australia.

We are a 100% Australian owned company with representatives situated in a number of states across the country. Our extensive knowledge of paintwork optimisation enables us to offer an unbeatable combination of the best car care products and technical support around. It's therefore no coincidence that the owners of most of Australia's top award winning show cars consult with our experts and their cars are maintained using Meguiar's products.

### **Supporting the Motor Enthusiast Community**

Whether it's cars, bikes, boats or planes, we love working with enthusiasts and promoting the passion. We are involved in a myriad of events and initiatives including:

With almost 1000 cars on display, this annual event is bigger than the Sydney Motor Show and is now considered THE show for Street Machines, Customs, Hot Rods, Classics and performance cars and bikes from around Australia.

Each year, Meguiar's Superstars highlights the nation's ultimate custom vehicles. Judged against unique "Best of Breed" criteria with contenders qualifying from all round the country, this championship showcases the superb quality and craftsmanship behind Australia's supreme show cars and motorcycles.

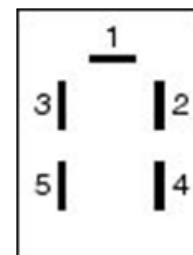
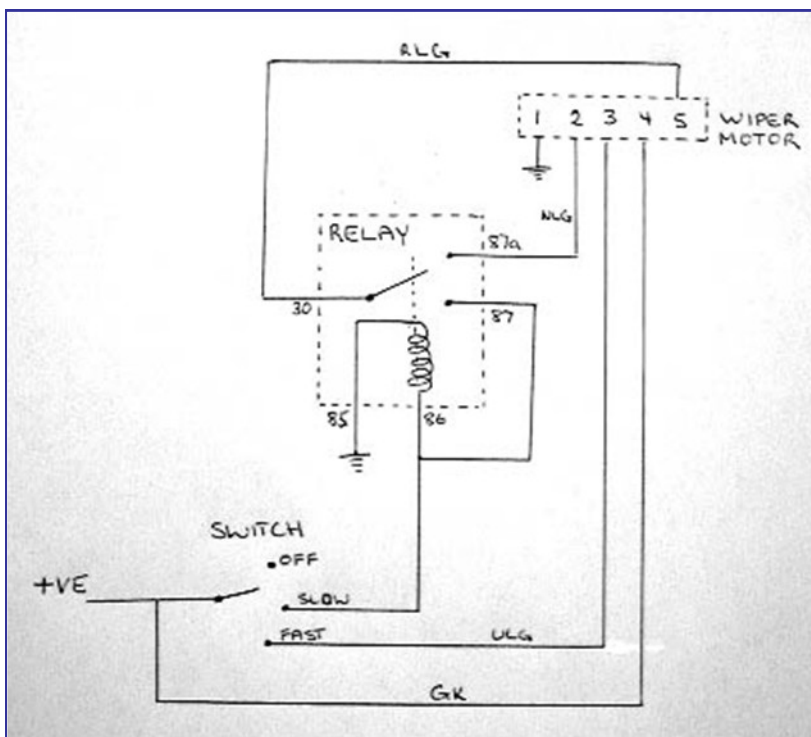


## TECH- WIRING THE LUCAS WIPER MOTOR

A popular modification for cobra builds using the Lucas dual speed wiper motor with auto park, without using the specific Lucas wiper switch. This article provides an explanation on controlling the wipers using an everyday "Off-On-On" toggle switch and a relay (Hella 3057 12V 40/15A). While it's relatively easy to wire up a switch for the two speeds, getting the wiper motor to auto park when the switch is off turned requires a little more thought.

**Remember, any modifications you attempt to make to the wiring of your car based on these notes are entirely at your own risk. Beware, Electrical faults can cause fires.**

The auto park wire on the wiper motor would only be connected when the slow and fast speed wires were off or open circuit. When power is applied to either slow or fast, you had to disconnect the auto park lead otherwise there was a certain point in the wiper motors cycle where the auto park lead temporarily shorted to ground. I would imagine that if you left it permanently connected the auto park switch/mechanism inside the wiper motor would eventually destroy itself.



1. Earth
2. Auto Park switch
3. Fast
4. Auto Park +ve supply
5. Slow

### HOW DOES IT WORK

Changing the toggle switch to the first position (slow operation), power is applied to the relay, closing the contact and supplying power to pin 5 on the wiper motor (via pin 87 and 30 on the relay). The Auto Park connection on the Wiper Motor (pin 2) is not connected to anything while the relay is energised.

Changing the toggle switch to the second position (fast operation), power is supplied directly to pin 3 on the Wiper Motor. At this point you might expect the relay to turn off, but in fact the relay remains turned on by current leaking back out of pin 5 (slow) of the wiper motor (via pin 30 and 87 of the relay). The Auto Park connection on the Wiper Motor (pin 2) is not connected to anything while the relay remains energised.

Changing the toggle switch back to the off position, causes the relay to turn off, this connects pin 2 of the Wiper Motor to pin 5 of the Wiper Motor (via pin 87a and 30 of the relay). What then happens is the power is connected to the Wiper Motor, via an internal switch, bridging terminals 2 and 4. This allows the motor to run until the park position is reached. At this point the internal switch opens and the motor stops.

Original author ERIKS SKINKIS edited by ET (Contact ET if you have any questions)



## September 11 Club run by Dave Kent

As I stepped outside to prepare the trusty old Cobra for its first run for some time the sun was just rising on what looked like a perfect September morning so I took to the preparations with enthusiasm in anticipation of what lay ahead.

Shortly after 7.00am with a quick stop to fuel up the beast we arrived at our pick up point at Ye Olde Narrogin Inn to be greeted by Brad Tomlinson who was already there in his XY ute. Soon after that Rob & Sue Payne, Alan & Ronnie Golding, Dragan & Jean Simic, Murray Buchan ( in that beautiful blue GT40) and Paul May in his Cobra closely followed by Lianne and young Thomas in the Falcon rolled in and talk quickly turned to the filling of hungry stomachs. So after a quick rundown on our planned route we formed up and headed off down South West Highway under beautiful sunny skies.

After reaching Byford we turned off the highway and headed towards Jarrahdale along Nettleton Road. For those who know this road its perfect Cobra country with winding climbs up hills, long straight stretches to blow the cobwebs out and great Aussie countryside all around you. Just keep your eyes peeled for Skippy as he may be having breakfast by the roadside and not be pleased about a bellowing V8 interrupting his meal.

On reaching Jarrahdale we looked out for David & Regina Johns who were to join us in their faithful Mustang. As we slowly cruised past the local shop we saw them already preparing to saddle up in the pony (pardon the pun) as they had heard us coming for miles through the forest apparently and they quickly tagged on behind for the short run out to Pipehead dam.

Once at our breakfast spot at the dam all hands turned to organising our breakfast of bacon, chipolatas, eggs, mushrooms and baked beans to be washed down with fresh orange juice. This looked like it could be a long process when it was discovered one of the free BBQs was not working but Brad quickly swung into action producing one he had prepared earlier from the rear of his ute. Well done and thank you Brad.

Whilst the hungry hordes tucked into their breakfast there was much talk about all things Cobra, that lovely GT40 showing itself off perfectly in the dappled sunlight and the general well being of all and sundry. Our thoughts also went back to those horrific events ten years ago reminding us





September 11 Club run by Dave Kent

just what a lucky country we live in.

After breakfast there was time for a short wander around while the clean up was completed and Brad's BBQ cooled sufficiently to be packed away again then for those who were departing for home the chance to say goodbye and for those continuing a quick rundown on the rest of the journey.

The continuing group of Dave & Jessie, Brad, Alan & Ronnie and Murray headed further south across Serpentine dam then on down Kingsbury Drive (more fantastic Cobra territory) to South West Highway turning left for a short blast to Keysbrook with a right turn into Elliot Road to head west and pick up Hopelands Road. After a long blast along Hopelands Road a right onto Karnup Road after waving goodbye to Murray as he peeled off home then a quick left into Rapids Road to the end then a right/left at Lowlands Road to pick up Kargotich Road.

In between watching out for cyclists ( there was a cycle race on) we had a few more quick bursts before reaching Thomas Road and the end of our journey together.

The only sad part of the day was putting the Cobra back in the garage after some great company, top bush brekkie and a perfect sunny September day which reminded you just how good it is to own a Cobra.



**SHOWBAG SPONSORS**

<b>AMERICAN AUTO PARTS</b>	.....Vince Shervington
<b>WORK CLOBBER</b>	.....Alan Dewar
<b>MAGUIARS</b>	..... Michael Baltovich
<b>MOTHERWELL</b>	.....Eddie Terrell
<b>SHANNONS</b>	.....Shayne
<b>RIO TINTO</b>	.....Charlotte McCully
<b>COBRA CAR CLUB</b>	.....

*These companies provided sponsorship for the 2011 Show and Shine. Please support them in return if you have the opportunity*

## CLASSIFIEDS

### Items for Sale

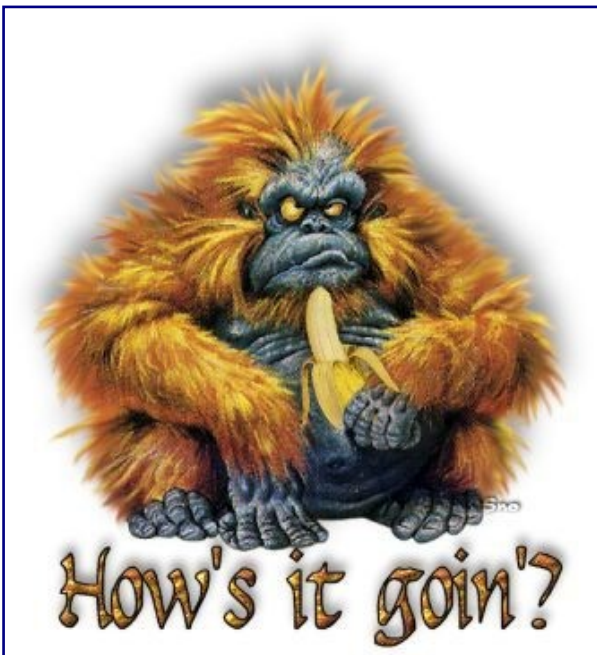
This is a place holder for you to advertise those items you no longer require

### Items Wanted

This is a place holder for you to advertise for items you are seeking

### Help me please

This is a place holder for you to advertise if you are having problems and need advice.



A man and his wife were spending the day at the zoo. She was wearing a loose fitting, pink dress, sleeveless with straps.. He was wearing his usual jeans and T-shirt. As they walked through the ape exhibit, They passed in front of a large, silverback gorilla. Noticing the wife, the gorilla went crazy. He jumped on the bars, and holding on with one hand and two feet he grunted and pounded his chest with his free hand. He was obviously excited at the pretty lady in the pink dress. The husband, noticing the excitement, thought this was funny. He suggested that his wife tease the poor fellow some more by puckering her lips and wiggling her bottom. She played along and the gorilla got even more excited, making noises that would wake the dead. Then the husband suggested that she let one of her straps fall to show a little more flesh. She did... And the gorilla was about to tear the bars down. "Now..... Show your thighs and sort of fan your dress at him," he said. This drove the gorilla absolutely crazy and he started doing flips. Then the husband grabbed his wife, ripped open the door to the cage, flung her in with the gorilla and slammed the cage door shut.

**"Now. Tell him you have a headache."**



**PUZZLES**

Difficulty: 6

			6	2				1
		4			1			
8	3							
5				1		2		4
		7				8		
	9		1		4	5	8	
								9
		3	7			1	4	

Sudoku No.: 64377

printable-sudoku-puzzles.com

		8		9				
	6		3			7		1
					1		3	
		3						
	9			1		8	2	4
				4			5	
				5	8		2	
5		2						
1					7			

Sudoku No.: 67801

		9			4			3	5
1					9				
6			3						4
				7					
8	1						2	9	
	5			9					
				6				8	
		4	7			3			
		6						2	

Sudoku No.: 62580

	4					3		8	
	2						9		
	3				7	6			
			3	4		7			
					9			1	
3	9				2		4		
			7				5		
		2		8					
8		1							

Sudoku No.: 69950

					4	1	9		
				7					
	8				6		2		
				3					
	9				5		8		
1			2			3			
	5	3	1				6	8	
	6				2	9			
			7						

Sudoku No.: 67946

	8								
7			5						
1						5	3		
3				2	7			8	
		1			6	2			
								4	
					2	6	4	3	
			9						
5			3				9	7	

Sudoku No.: 61449





FREE SPACE WAITING FOR YOUR PICTURES





# COLLECTOR'S ITEM

The A.C. Cobra came about as a result of two decisions, apparently unrelated, but which led to the production of one of the fastest production cars ever built. The first of these was the decision of the Bristol Aeroplane Company to stop production of the six-cylinder engine that powered the A.C. Ace; and the second was the ambition of Carroll Shelby, an American driver who was co-victor of Le Mans in 1959, to build a car to his own exacting specifications in terms of power and performance, but using in the main, a production chassis and standard V8 engine.

Shelby thought that the A.C. chassis was excellent (the Ace was very successful in U.S. 2-litre production sports racing, and had run well at Le Mans from 1957 to 1959), and decided that the extra torque and power could best be gained by fitting a large American V8; the unit he first chose was the Ford Fairlane 221 cu. in (4.2-litre) engine, but soon this was changed for the Ford 260 cu. in (4.7-litre) derivative. With suitable uprating of the transmission, wheels and brakes, the car was an immediate success, so arrangements were made for the chassis and body to be made at A.C.'s works in Thames Ditton, and then shipped to Santa Fe Springs in the USA for the engine and transmission to be fitted and for the final modifications to be made.

Originally, Cobras were fitted with worm-and-peg steering and transverse leaf spring suspension, which made handling at speed somewhat precarious. But their stopping power was always good, as from the start disc brakes were fitted all round. In 1963, a much improved rack-and-pinion steering system was introduced and to complement this wishbones and coil springs replaced the leaf springs.

The performance of the car was breathtaking, with a top speed of 242 km/h (150mph) and acceleration figures from

0 to 97 km/h (0 to 60mph) in 4.2 seconds and 0 to 161 km/h (0 to 100mph) in 10.8 seconds. For Le Mans, a Cobra entered in 1963, and fitted with a hard top, exceeded 290 km/h (180mph) on the straight.

Obviously, this was a car that was virtually made for the race track, and Shelby himself formed a team to exploit the car's potential. In 1964, his cars were placed 1-2-3 in their class in Sebring round of the World Sports Car Championship, and GT class wins were gained at Daytona, Le Mans and the Nurburgring in the next year. Shelby, however, was not satisfied, and decided that a Ford 427 cu. in (7-litre) engine could be fitted to the Cobra; but such an engine could only be raced if sufficient road cars were built for homologation purposes.

Accordingly, customers in 1965 could order a Cobra fitted with the 317 kW (435bhp) engine that was capable of taking the car from 0 to 161 km/h (0 to 100mph) in just 8.5 seconds, and on to a top speed in excess of 258 km/h (160 mph).

In Thames Ditton, however, all was not well because the company had concentrated all their production facilities on the Cobra since 1963, and the finished product was very remote from the founding firm. A.C. therefore decided to build and market their own version of the Cobra, fitted with a Ford V8 of 7,016 cc capacity in a bodyshell designed by the Italian coachbuilder Pietro Frua. This car, known as the A.C. 428, was far more refined than the existing 427 and the design was further developed throughout 1967. Available as an automatic, it developed 257 kW (345bhp) despite de-tuning for the sake of this refinement. The Cobra itself went out of production in 1969, and is now one of the most sought-after modern sports cars.



George Wright/Autocraft

## A.C. COBRA 1962-1969