



VOLUME 31

# SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

MARCH 2012

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## Tyler McVerry in the shed checking out his future ride



Congratulations to very proud parents Annie and Aaron Mc Verry on the birth of Tyler. Aaron assures us that the Cobra will not be sporting a for sale sign. Good to see mum and dad introducing Tyler to the shed at an early age.



Alan and Sally Ackerley are on the road after recently passing inspection.

Well done and Happy motoring.

## **PRESIDENTS REPORT** BY DAVE KENT

G'Day Cobra nuts

Don't forget the big celebration we are planning at our biggest annual event the Whiteman Park Show & Shine with a display of fifty Cobras for fifty years is rapidly approaching so make sure you support your club and make this a massive display.

It seems Ron & Nola McNally's magnificent deck has become the go to place for relaxing club runs with the last run under a warm afternoon sun ending at Dawesville with takeaway from the local establishments being consumed for dinner. Seems like fish & chips was the big winner which was appropriate as it was billed as "Harrys Fish & Chip Run" Another big thanks to Ron & Nola for their efforts especially Nola's big dessert spread.

On the Mustang project front the shell is now installed in the garage (yes the Cobra has been evicted) and the rotisserie has recently been completed so we are into the inspection and dreaming phase. Work should commence shortly on rust repairs to the floor and conversion to right hand drive.

Another report from the McNally residence is that Ron's Harley Fatboy he has been completely rebuilding for some time is now licensed and clocking up the kays with a smiling Ron astride. Well done Ron it's a hell of an achievement amongst all that is going on in your world at the moment.

On a sad note we heard of the passing of young Alex Rashworth on the 12<sup>th</sup> of March. Alex was the tough little tacker that Al Dewar kindly took for a ride in his Cobra from Ronald MacDonald House which he enjoyed immensely. Alex finally succumbed to the ravages of leukaemia. Our thoughts go out to Renette and Jeremy on the loss of their son.

So sit back and get your latest updates on all that has been happening throughout the last couple of months.



### **OFFICE BEARERS FOR 2011**

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Snakeskin	Eddie Terrell	eterrell@motherwell.net.au	0400 599 168

CCCWA 2011-2012 Calendar						
Month	Day	Date	Time	Event	Information	Organiser
February	Sun	29		Whoop Ass Wednesday		Alan Dewer
March	Sun	11	17:00	Harry's Fish and Chip Run	Progressive Freeway Pickup from Mindare South for Fish & Chips	Harry McClymans
March	Wed	28	18:30	Veteran Car Club (BBQ)	BBQ and March General Meeting	Club
April	Sat	14	08:00	Graham Sach Memorial Run	York for Breakfast	Graeme Ullock
April	Sat	21	06:00	Classic Car Show	CCCWA Show and Shine - Whiteman Park	Ron McNally
April	Sun	22	06:00	Classic Car Show	CCCWA Show and Shine - Whiteman Park	Ron McNally
April	Wed	25		Bye		
April	Wed	29		Cobra Poker Run		J, D & T Kent
May	Sun	13	09:00	Waroona Run	Cockburn Central East to a Winery for Lunch	Dragan Simic
May	Wed	23	18:30	Veteran Car Club (BBQ)	BBQ and May General Meeting	Club
June	Sat	9	TBA	Chittering Valley	Depart Caltex Midland to Stringy Bark	Alan Dewar
June	TBA	TBA	TBA	Barbagello Tuning Day	Find club to play with	Bryan Smith & Bec Eves
June	Wed	27	18:30	Veteran Car Club (BBQ)	BBQ and June General Meeting	Club
July	Sun	8	08:30	Cape Bouvard Run	Depart x to Cape Bouvard Winery	Ron McNally
July	Wed	28	19:30	Veteran Car Club	AGM Followed by the July General Meeting and supper	Club
August	Sat	11	08:30	Parkerville Run	Depart Gingers to Toodyay for snack to Parkerville for pub lunch	Lance & Larry
August	Wed	29	18:30	Veteran Car Club (BBQ)	BBQ and August General Meeting	Club



## You wouldn't put a 20 year old tach in a new car.

But if it's not Stewart-Warner's new 977, you'll have a tach with a tired old face.

The 977 is different. It's the first tach that redlines at 12 o'clock, where it should. Without being mounted on its side.

You can adjust the redline, then turn the tach so it reads straight up. If adding a wilder cam changes your peak RPM, turn it again. Without remounting.

With its 360° pedestal, the 977 can go on the dash, console, or wherever you want. There's one that mounts in the instrument panel, too.

Solid-state circuitry makes the 977 a more accurate,

dependable racing tach; no sweat about heat or electrical interference. And it will handle just about any engine going - 4, 6, or 8.

Which might come in handy, because your Stewart-Warner 977 will probably still be the newest tach around when you get your next car.



**STEWART-WARNER**   
INSTRUMENT DIVISION  
1826 Diversey Parkway, Chicago, Illinois 60614



## MEN WHO KNOW FINE CARS, APPRECIATE THE COBRA!

It's a rare **COBRA** owner who can't instantly recognize the characteristic red lights and apologetic grin that seem to appear occasionally, without reason, in his rear view mirror. No ticket involved, just admiration and interest!

Perhaps it's the way a **COBRA** glides effortlessly through traffic, its four wheel independent suspension just rippling over the road. Or maybe it's the sound . . . the matchless cadence of power with an American accent — Ford 289 High Performance V-8! Whatever it is, there's just *something* about a **COBRA** that demands more than a casual glance, and our white helmeted friends in blue are no exception!

Closer inspection reveals a heritage bred of competition and luxury. The four huge disc brakes glinting behind wire wheels are probably the best visual definition of safety a state trooper will ever see. It doesn't take a trooper's expert eye though to sense the comfort and quality of the deep english leather bucket seats, woodrim racing wheel, and complete instrumentation in the sumptuous cockpit.

Assuming you don't have a badge, motorcycle and apologetic grin, we suggest you drop in at your local "Total Performance" Ford Dealer and spend a few concentrated moments carefully inspecting the world's most versatile sports car! \$5995.00 P.O.E.

**COBRA**  
POWERED BY FORD

FOR MORE INFORMATION WRITE: SHELBY AMERICAN, INC., 1042 PRINCETON DR., VENICE, CALIFORNIA

## HEALEY REVIVAL BY MAX WILLIAMS

The following article along with the AC A98 Le Mans article was provided by Max Williams from the Healey Club. Max published the A98 story in the Healey club magazine and was kind enough to allow me to run the same article. here

### The Healey Rebuild

The adjacent photos are an indication of what was required to return the Healey to it's former glory.

The car was found in a yard and given to a fellow in Canada who commenced restoration for his son. After completion of the chassis and engine rebuild his son decided he would rather spend his hard earned buying a condo. The father saw an ad in a local car magazine seeking Austin Healeys for restoration and thinking it was in Victoria, Canada answered the ad. He was surprised when in the early hours one morning he received a phone call from the Healey Factory in Melbourne saying a cheque was in the mail and the car would be collected. Sure enough, he received the cheque and a few weeks later a transporter arrived to collect the car [bits and pieces at least].

The car later appeared in Melbourne and was advertised for sale [around mid 2000] and it was bought by a Healey Club member in Perth and transported to here. I had known this guy for a long time as we did our apprenticeship at the same company. He already owned a 100/6 and a Mk 1 Sprite along with a few other cars and when he decided to move house I think the project had to go.

Enter me!!! We were headed for Speedway one night and he showed me the car. I have always been a fan of big Healeys since my youth and it was also an ambition to rebuild a car so I thought a Healey would be a good choice. The deal was done and I took the car home to my place in March 2001.



I didn't do too much for quite a number of years and it was August 2004 before it went to the panel beater/ painter. They actually didn't start on it until February 2005. In October 2005 the painting was finished and I brought it back home to start the long job of assembly. I had to source a lot of parts as there was virtually no interior. Fortunately all the chrome and alloy trim pieces were there and it was only a matter of re-chroming for most items. There was no fuel tank so I sourced an alloy tank from the USA and all the cabin trim panels and carpet from the UK. Most of the other items came from the Healey Factory.

Finally in October 2008 I took the car to Midland Licensing branch and duly received the plates. I had bought the plates at our local school fair fund raising auction two years earlier. At the Austin Healey National Rally in 2009 which was held in Perth I won the trophy for the best 3000 of the rally so that seemed to make all the effort and money spent worthwhile.

## HEALEY REVIVAL BY MAX WILLIAMS

Since then I have driven the car about 4000 miles, mainly on club outings but of course it does get used for other outings if it is not too hot or raining. So far I have managed to keep it out of the rain. I try and display it at car shows whenever possible, Whiteman Park, All Austin Day etc and club display days.

As I had received receipts and photos from the start of restoration in Canada, I was able to trace the Canadian owner through the web and so I was able to correspond via email, He was pleasantly surprised to hear from me and receive progress reports and photos.



Alan Dewar offered to take a young boy suffering a terminal illness for a ride in a Cobra after receiving a request from his Mum. Alan took the youngster for a run around Kings Park, gave him a Cobra Cap and a Club Shirt with his name 'Alex' embroidered on it. A humbling experience for any of us. Needless to say Alex was thrilled with the experience as he had been after rides in Porsche's and the like.

Sadly Alex passed away on the 12th March



## AC A98 Le Mans

This is not an article about Healeys but another famous English marque – AC Cars, makers of the world famous and fabulous AC Cobra.

You all know the history of the AC Ace and how, in conjunction with American Carroll Shelby, it was turned into the now famous V8 powered sports car. Most of you will also know that Shelby produced a coupe version of the

Cobra. This car, based on the Cobra chassis and running gear, was designed by Pete Brock and although only six examples were produced they proved very successful in endurance racing competing against the Ferraris of the day. Today these cars are all in private collections or museums and are extremely valuable.



What is maybe not so well known is that AC Cars produced their own example of the Daytona Coupe specifically to race at Le Mans. The factory produced only one car and it was called the AC A98 Le Mans (pictured above). The car competed at the 1964 Le Mans but unfortunately spun out of the race and was later hit by another car, wrecking it. The wreck was later purchased by Barrie Bird, who undertook a complete rebuild and it now resides in Aberdeen in Scotland. It is said there are two replicas under construction in England, one for racing and one as a street car.



In Western Australia we are about to have our very own A98 Le Mans coupe on the road. Completely built in Perth it is the brainchild of Alan Gibbison, a member of the local Cobra Car Club. About ten years ago Alan, who has owned both a DAX 427 and an aluminium G Force, decided to



construct an A98 Le Mans. He obtained chassis plans for the 427 model Cobra and constructed two chassis, one to take the wooden buck for the forming of the body panels and the other for the project car. Working only from photographs and a 1/43<sup>rd</sup> scale model he has rolled and welded all the aluminium body panels. Original suspension parts (fully independent) have been obtained from Kirkham Motor Sports in America. Chrome moly tubing has been used for the front and rear suspension towers along with the door side intrusion bars. AC Mark IV 16 inch rims shod with 225/60 (front) and 255/60 (rear) Michelin unidirectional tyres are fitted. Brakes are vented discs all round. An aluminium radiator and fuel tank have also been fabricated by Alan.



Power comes from a fuel injected Ford 351 cu.in. engine driving the rear wheels through a Tremec 5 speed gearbox and Salisbury differential. The partially trimmed cockpit includes Smiths instruments and Lucas switches with racing style seats completing the package. Alan's attention to detail is quite evident especially when looking at the engine bay under the forward hinging front.



Whilst the body is still in bare aluminium Alan anticipates it will eventually be painted in Mazda Green duco. As a matter of interest the original coupe in Aberdeen is also green, quite similar to the recently completed Healey Endurance 100/4. A fantastic effort I'm sure you will agree.



The almost finished project. Note the side exhausts and wheel knock-offs.



### The Alan Gibbison Lemans A98

Chassis	A 1965 big block Cobra frame with chrome moly suspension towers (not leaf spring model). All original 427 wish bones and uprights with Girling brakes
Trans.	Tremec TKO 500
Diff.	Salisbury 3.54 LSD
Wheels	Trigo 6 pin drive knock offs, 7.5" front and 9.5" rear
Body	All aluminium to original profiles finished in brushed alloy
Engine	351 Windsor, fuel injected 50mm EFI throttle bodies. Aluminium Dart heads, Motec Ecu
Susp.	Original Cobra 427 adjustable SPAX shocks, 500LB springs



## DAYTONA BUILD BY RICKY VIRAGO (PART 3)

The last article saw the car to the stage of having the fuel and brake plumbing installed. In this article we will look at the cooling system and drive train installation.

First priority was to install the radiator and associated shrouding that is standard fare on Daytona's.

The chassis has built in saddles to cradle the lower edge of the radiator and the top is supported by a pressed up strap bolted to the chassis tubing. This is a very simple but also quite effective arrangement.

Prior to installing the radiator however, I fitted up the air conditioning condenser and radiator cooling fan. It is far easier to fit these up without causing damage while they are on the bench.

As the radiator is now fitted, it was a relatively straight forward process to measure, bend and fit up the shrouding. This was temporarily pinned together with clecko's and once completed was sent out for powder coating to match the rest of the engine bay before final assembly.



*Radiator , cooling fan and condenser installed*



*Radiator shrouding in progress.*



The car is powered by a Ford 5.0 litre Windsor, coupled to a T5 gearbox.

At the time of getting the build permit there was a good deal of speculation, concern and argument over the IM240 emissions testing requirements for ICV's. I was given the OK to build the vehicle with the Windsor provided it was stock standard and used all the factory sensors, emissions devices and ECU. I was also granted the OK provided the car was presented for licensing within the two year time frame. If I exceeded the two years the DPI reserved the right to apply later emission standards which would essentially mean to start again to fit a different motor inclusive of chassis structure to support it and the associated transmission. (No pressure!.....).

The motor was stripped and sent out for reconditioning along with the gearbox so both are now new internally. The motor was built as stock unit albeit with a 30thou over bore. It has since been replaced with another new motor with a little more capacity (and just a few more



## DAYTONA BUILD BY RICKY VIRAGO (PART 3)

horsepower).

The gearbox received new syncro's, bearings and a good clean internally. In addition a replacement rear casing was used as it became obvious that this box had been dropped or had been in a decent prang. A new clutch and a short shifter was also added.

Some removal of the case webbing under the gearbox mount was required to clear the four inch chassis tube on the factory five chassis. This is because the T5 gearbox casting for mustangs in the USA is different to the T5's we have in falcons and commodores in Australia. This difference also makes the engine and gearbox move forward around 50mm in the chassis. This is not a bad thing as Daytona's are typically slightly heavy in the rear.



*Gearbox mounting modified to clear chassis cross member and ready for install*



*Engine rebuilt, Flywheel machined and new clutch components ready for installation*

With the length difference of the engine and gearbox assembly in mind, the fix ended up being really quite simple. Basically the engine mounts on the motor were handed left to right and right to left. The remaining balance of the positional length difference was taken up in the existing gearbox mounting slots.



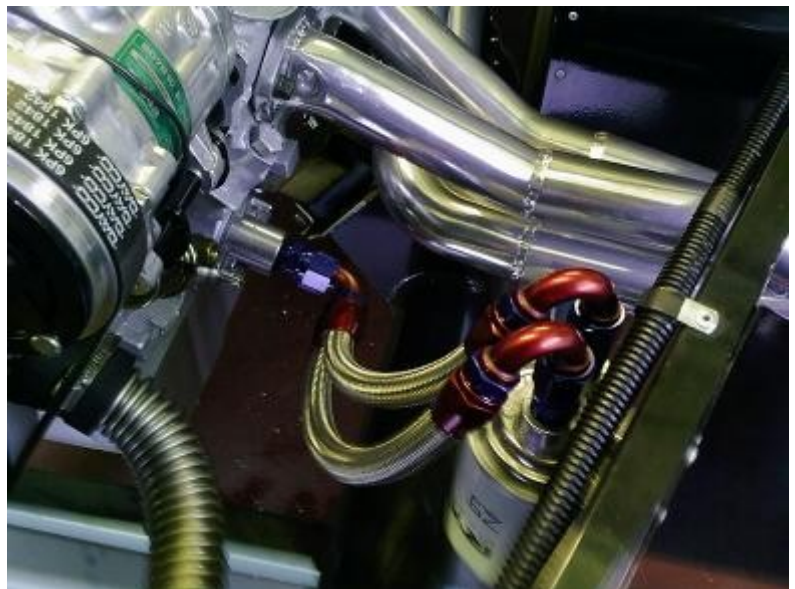
## DAYTONA BUILD BY RICKY VIRAGO (PART 3)

Upper and lower radiator hoses consist of convoluted stainless steel tubing. This simplifies plumbing and the need for multiple pipe and hose connections while at the same time reducing the potential for leaks. One day this will be changed out for aluminium tube fabricated to suit which will eliminate cavitation of the coolant caused by the convoluted pipe.

A 90 degree thermostat housing adaptor was sourced from the USA to mount directly to the inlet manifold. To this was fitted a filler neck / cap which enabled the fill point to be the highest point in the cooling system. A bleed line for the top of the radiator was plumbed to this adaptor to eliminate air locks in the radiator by allowing air back to the high point. Also plumbed to the fill point was the recovery line which feeds the recovery bottle. This system always bleeds air to the highest point in the system and expels air / steam to the overflow tank which is also mounted as high as possible. Only coolant can ever be drawn back into the system as the engine temp drops (Assuming the recovery tank has coolant) I can say without question that cooling has not been an issue with this system.



*Engine and gear box installed with factory headers temporarily installed to check clearances*



Accessory drive belt set up and remote mount oil filter

Next issue will focus on final panel and electrical installation.



## 2011 Valentines Day Run



The annual Valentines day run was held on the 11th February, kicking off at Captain Munchies in Fremantle and finishing up at the Kent Balirama.

The cruise started at 17:30 heading out through Fremantle and (of course) down the cappuccino strip.

A good turnout and a very relaxing time was had by all.



## 2011 Valentines Day Run







# Donnybrook Apple Festival

## "Home Grown & Healthy"

Saturday 7th April 2012

and

Sunday 8th April 2012

In 2012 the Donnybrook Apple Festival will be 58 years old (a significant milestone).

It will be the 37th Festival overall and the 27th for Donnybrook.

The Festival is a bi-annual event, held over the Easter weekend. In 2012 it will be held the 7th & 8th April.

The Festival Committee is seeking community support as they work towards Easter 2012.

They would like the festival to be a celebration of life in Donnybrook.

**If you are interested in attending this event please contact Vern Charteris**



Snakeskin Sponsors



## Annual Fish and Chip Run



Not a huge turnout for the Fish and Chip run, but all those who went along had a great time.

### Dave John, ready for Rego.



Below, Jock McBroom making progress.



**Whoop ASS Wednesday Action**

Join in the fun at Perth Motorplex.  
Contact Al Dewer for all the info.



## 1969 Mercury Cougar RX7

The introduction of the Cougar in 1967 finally gave Mercury its own muscle car. Built on a stretched Mustang frame, this model was slotted between the Ford Mustang and the Ford Thunderbird, the Cougar would be the performance icon and eventually the icon for the Mercury name for several decades. The Cougar was available in two models (base and XR-7) and only came in one body style (a two door hardtop). Engine choices ranged from the 200 hp (149 kW) 289 in<sup>3</sup> 2-barrel V8 to the 335 hp (250 kW) 390 in<sup>3</sup> 4-barrel V8. A notable performance package called the GT was available on both the base and XR-7 Cougars. This included the 390 cu in V8 as well as a performance handling package and other performance goodies.

Not much changed for the Cougar in its second year. The addition of federally mandated side marker lights was the major change. But the biggest changes were under the hood and performance-wise for the XR-7 model. Three new engines were added to the option list this year—the 230 hp (172 kW) 302 in<sup>3</sup>, 4-barrel V8; the 335 hp (250 kW) 428 in<sup>3</sup>, 4-barrel V8; and the 390 hp (291 kW) 427 in<sup>3</sup>, 4-barrel V8. Mercury was serious about the Cougar being the performance icon for the company. The XR-7G, named for Mercury road racer Dan Gurney, came with all sorts of performance add-ons, including a hood scoop, Lucas fog lamps and hood pins. Engine selection was limited only to the 302, 390 and the 428 V8. A grand total of 619 XR-7G's were produced, and only 14 G's were produced with the 428 CJ. The mid-year 7.0 L GT-E package was available on both the standard and XR-7 Cougars and came with the legendary 427 V8. The 428 Cobra Jet Ram Air was available in limited numbers on the GT-E towards the end of the model year. Conservatively rated at 335 hp (250 kW), the 428 Cobra Jet could produce much more (306 kW (410 hp)) from the factory. A grand total of 394 GT-E's were produced, and only 37 were equipped with the 428 Cobra Jet.

The third year of production, 1969, brought several new additions to the Cougar lineup. A convertible model was now available in both standard and XR-7 trim. These highly anticipated soft tops proved quite popular and today are considered, by many, among the most desirable of the '67-'70 production run. Exterior-wise, the grille switched from vertical bars to horizontal bars, and a spoiler and a Ram Air induction hood scoop were added as options. A new performance package appeared and several disappeared. The XR-7G and the 7.0 L GT-E disappeared, but the 390 and 428 V8s remained. The 290 hp (216 kW) 351 Windsor V8 was added to the engine lineup.

The Eliminator performance package appeared for the first time. A standard 351 in 4-barrel V8 under the hood, with the 390 4-barrel V8, the 428CJ and the Boss 302 available as an option. The Eliminator was the new top of the line performance model of the Cougar lineup. It also featured a blacked-out grille, special side stripes, front and rear spoilers, optional Ram Air induction system, and a more performance tuned suspension and handling package. It also came in a variety of vibrant colors like White, Bright Blue Metallic, Competition Orange, and Bright Yellow. Only 2 Cougars came with the Boss 429 V8, making them the rarest Cougars ever built.

The 1970 Cougar was similar to the 1969 model, however there were numerous changes inside and out. It now sported a new front end which featured a pronounced center hood extension and electric shaver grille similar to the 1967 and 1968 Cougars. Federally mandated locking steering columns took place on the inside, and the aforementioned new nose and taillight bezels updated the look on the outside. The 300 hp (224 kW) 351 "Cleveland" V8 was now available for the first time though both the Cleveland and Windsor engines were available if you took the base model 2-barrel motor. The 390 Ford FE engine was now dropped from the lineup, and the Boss 302 and 428CJ engines soldiered along.



[Source <http://www.autotech1.com>]