



VOLUME 33

SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

JULY 2012

In This Issue

PRESIDENTS REPORT	2
• COMMITTEE • CALENDAR	3
GARDNER DOUGLAS	6
DAYTONA BUILD PART 5	10
BODY PREP PAINTING TIPS	14
DICK'S RIDE	16
FOR SALE	19
BOSS MUSTANG	20

2011 / 2012 YEAR COVERS



PRESIDENTS REPORT BY DAVE KENT

As yet another busy year for the club draws to a close I must say at the outset that I feel deeply honoured that the membership has allowed me to preside over the club for such an extended period.

You have either great faith or are gluttons for punishment.

By far the biggest single event for the club this year was the Annual "Show & Shine" held at Whiteman Park as part of the Classic Car Show with that man Harry Mac, never one to give up, finally securing for the club that much sought after "Best Club Display" award. However as much as we know the huge amount of time and effort put in by Harry, he could not have achieved this without the fantastic support of all the members who took part in the event either by displaying their cars or assisting with the organization. Congratulations one and all. I should also make mention of Replica Motor Company for bringing along one of their amazing Kirkham aluminium bodied replicas which no doubt helped our cause immensely.



If membership numbers are anything to go by the club is in fantastic shape with member numbers rapidly approaching the one hundred mark. Numbers have been steadily increasing over recent years which I guess says we must be doing something right.

Speaking of doing things right, a huge thank you to Eddie Terrell for his efforts in ensuring the return of the Snakeskin this year. The publications produced throughout the year have been first class and I sincerely hope you will be able to continue on in the coming year. I would also like to extend my thanks to Tony Forder who stepped up and has worked closely with Eddie to make sure the website was kept right up to date all year. Well done gents.

Of course it wouldn't be a Presidents report if I didn't pay homage to my hard working executive members Al Dewar and Ron McNally. Ron as you all well know has been a fixture on the big table for many, many years and even though he has a busier life than many of us he never complains of the additional loads brought about by his tireless work for the club. Al also not content with just taking on the Treasurers duties has done a great job in establishing a register of club property and has maintained this throughout the year.

Even though Dragan Simic has done a top job marshalling the troops we are, at times, still struggling to attract large numbers on club runs and whilst I am well aware this can be due to any number of personal responsibilities the committee is keen to ensure we make these runs relevant and rewarding for the entire membership so don't be shy to tell us what you would like.

Thank you as always to Graham Dowsett for making sure there were always tea, coffee and biscuits etc on hand at our meetings and for his efforts in providing the fare which we will enjoy later tonight and of course to Dick "BBQ" Hoges for his efforts on the tongs throughout the year.

In closing I would like to thank you again for allowing me to oversee the club for so long which I can assure you has been a very rewarding experience, due largely to the fantastic committee around me.

Thank you

Dave Kent

OFFICE BEARERS FOR 2011

Position	Name	Email	Phone
President	Dave Kent	daveandjak@bigpond.com	0409 979 479
Vice President	Harry McClymans	mclymans@iinet.net.au	0400 174 754
Secretary	Ron McNally	mcnallyr@tpg.com.au	0402 200 224
Treasurer	Alan Dewar	admin@workclobber.com.au	
Club Captain	Dragan Simic	arcforce@bigpond.com	
Web Master	TBA		
Committee	Graeme Dowsett		
Committee	Jessie Kent	daveandjak@bigpond.com	0409-979-479
Committee	Troy Kent		
Snakeskin	Eddie Terrell	eterrell@motherwell.net.au	0400 599 168

CCCWA 2011-2012 Calendar						
Month	Day	Date	Time	Event	Information	Organiser
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


SNAKESKIN COVER FLASHBACK

SNAKESKIN

Cobra Car Club of WA Newsletter
2003 Edition November Volume 2

"2003 Show and Shine Results"

CHEAP SPEEDO ON A RUN TO YORK



SNAKESKIN

Cobra Car Club of WA Newsletter
2004 Edition January Volume 3

FORD SHOWS NEW COBRA AT DETROIT

Page 4

THE MISSING DAYTONA COBRA

Page 3

Dual purpose Cobra speedo...mirror backed for the ladies.



SNAKESKIN

Cobra Car Club of WA Newsletter
2003 Edition Volume 1

NEW SPEEDO DESIGN FOR COBRAS



THE SNAKESKIN

Cobra Club of WA Inc

Volume 2 Issue 1 27th January 1999
Page 1

HAPPY NEW YEAR for 1999

MAY YOUR NEW YEAR BE BLESSED WITH ALL;
THE LUCK OF A LICENSED COBRA OWNER.
THE PATIENCE OF A KITCAR COBRA BUILDER.
THE UNDERSTANDING OF A COBRA WIFE.
THE ENTHUSIASM OF A COBRA DREAMER.
THE WISDOM OF A LIVING COBRA DRIVER.
AND MAY YOUR WALLET SUPPORT YOUR DREAMS FOR 1999. (a cobra prayer.)

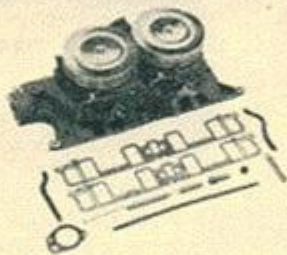
Cobra Owners Contact - Terry Lovell at:

AUST. GUARD Security Services Alarm Systems, Inish Access Control, CCTV & Surveillance Hire & Sales, Investigations & Debugging, Security Identification Systems Lic. 144/96 S&I Suite 25/375 Hay St, Subiaco Mews, SUBIACO 6008 Phone: 93883896 Fax: 08 93883455	THE FAMOUS MOTOR CAR COMPANY Motor Vehicle Insurance for Veteran, Vintage, Classic and Collectable Cars The Hyatt Centre 87 Adelaide Tce Perth WA 6000 Ph: 92218100 Fax: 92218123
---	---

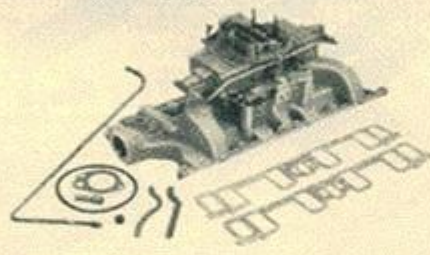


...THE ONLY WAY TO GO!

Cobra means speed. Cobra means performance. Now Cobra high performance parts are available to "hot up" your chariot. Turn your Ford, Falcon, Fairlane or Mustang into a swingin' snake.



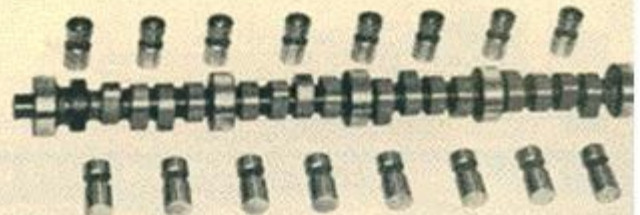
DUAL QUADS FOR GETAWAY POWER—Get 30 more horses at max revs and top performance through the mid rpms. The second carb only cuts in when you put your foot in it. Kit includes Cobra cast aluminum manifold, two AFB Carter carbs, two gleaming chrome air cleaners, linkage, seals, fittings and gaskets. Fits any 221, 260 or 289 Ford engine. Only \$209.95.



DON'T STARVE TO DEATH—Let your engine breathe. The Holley passes 715 cubic feet of air through every minute. Plus, the center pivot float absolutely eliminates fuel starvation or slosh when you swing around that corner or get away fast. With the Cobra high-riser aluminum manifold, you'll bump hp up 25. Kit includes fuel line and gaskets. Fits 221, 260 and 289 Ford engines. Only \$152.45.



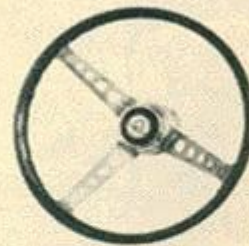
ALL DOLLED UP AND READY TO GO—Give your mill that racy Cobra look with aluminum valve covers, sporting black crackle paint and satin polished fins. Kit also includes chrome dipstick, oil breather cap, radiator cap, brake fluid reservoir cap and air cleaner (for 4V carbs). For all 221, 260 and 289 Ford engines, with emission system directed into valve cover. Valve cover, \$29.95. Complete dress up kit, \$63.95.



STREET OR RACE—Here's real double duty. Your 221, 260 or 289 Ford engine will turn out 25 more hp with this 1/4 race camshaft. Grind is mild enough for street use but will also give you real hop in competition. Kit includes the same shaft used on 289 Cobras with 16 solid lifters. Only \$49.95.



HOW MANY G's?—One G of acceleration gets you to 109 mph in 5 seconds. How many tenths of a G are you pulling? You can't tell without an accelerometer which lets you pre-determine timing selection or when tires break loose. You can't measure max performance without this Cobra Accelerometer. It's really a "dyno on the dash." Easy 15 minute installation on all cars. Only \$30.95.



FEEL RIGHT, LOOK RIGHT—They'll faint at the sight of it. The GT 350 custom steering wheel is European-made, wood-rimmed and permanently attached to welded stainless steel hub and spokes. Horn operates from center button. Installs in three minutes with one bolt. No alterations or changes necessary. Will fit all 1965-66 Mustangs. Only \$49.95.

CARROLL SHELBY SAYS "Cobra parts have really been put through the mill on race courses all over the world. They'll give you the same power that pushed Cobras and G.T. 350s to international championship performance."
COMPLETE CATALOG! The new Ford/Shelby American parts cata-

logs give you complete specs, performance characteristics and prices plus speed tips on engines, clutch, transmission, traction, carburetion, compression, cams, exhaust, ignition and gearing. Send 50 cents (no stamps) to Department C-1, Shelby American, Inc., 6501 West Imperial Highway, Los Angeles, California 90009.

COBRA KITS

GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

Over more years than I care to remember, I have built, driven, posed in, raced (and subsequently repaired!) many cars – from TVR Tuscan V8 racecars to some of the early (very bad) Cobra replicas and a couple of Westfields, even one with a 300bhp V8 shoehorned into it – a real monster... Unfortunately my ability to enjoy this hobby was severely restricted for a number of years as my work and professional life has required me to travel and work around the globe. With hopefully only a few years left before retirement my wife and I decided it was time to put down some roots in Perth and having done so I suddenly realised I actually had the time to take up a hobby – preferably another car build. The question of 'what car to build' was easy to answer. There had only ever been one car that I loved above all others. As a youngster in the 50's and 60's my family had a connection with the AC factory in Thames Ditton and as a ten year old car loving youngster I had been lucky enough to visit the factory on a number of occasions and see various Aces / 289's and even the 427SC's being built. Although I never got to ride in any of them I spent more than a couple of hours sat in an unfinished car twisting the steering wheel and making passable 427 FE side oiler noises. I had pictures of Cobras on my wall and once I could drive I often went to see them run at the Brighton speed trials and raced at Brands, Thruxton and Donnington Park and promised myself that one day.....

I looked around WA and AU in general but for a whole heap of reasons decided to take on the task of shipping in one of the Gardner Douglas Sports Cars from the UK. GD and Dax probably represent the best of what is available in the UK (perhaps one could also include AK cars to the list) with both Companies still being instrumental in the SVA/IVA standards for small volume car builders and registration legislation in the UK. For me it was a simple choice – it had to be G D Sports cars. The Dax had gone a bit too far with 'the look' for my taste and seems to have evolved into a car that had had a small explosive device detonated inside it – .



The Kit leaves the GD factory in the UK

The GD still held the very sleek SC lines I loved so much as a kid but also had the benefit (for me anyway) of an extremely well designed and build under slung exhaust system. I am one of those (very) few people who actually prefer the under slung look to the classic 'lake pipes". Originally it was under slung pipes only from Gardner Douglas but due to popular demand I discovered that GD have now modified the lower wheel arch compartments and now supply a complete side pipe set up as well as the underbody system. The other deal clinchers for me was the design concept that allows you to spend a couple of hours disconnecting fuel, water and electrics and then lifting the whole body tub complete from the rolling chassis - making for superb access for maintenance or replacement of mechanicals. Finally the absolute quality of design and build is peerless, the chassis and suspension is a thing of mechanical beauty, the semi monocoque body and the finish is simply the very best that I have come across. Even though GD will jig the chassis to accept most Ford/Chev engines and transmission setups from small to big block, the fact that the car is designed around the GM LS series with a (preferred) Mast racing ECM system was the icing on the cake – meeting WA emission levels should not be a problem. There are several options on running gear, there is a Jag based running gear option, GD's bespoke suspension system (my choice) and at the top end, a full-on racing set up. So my spec ended up as a Mk 4 Euro body/ suspension, Gen 4 LS3 with the Mast ECM (circa 450bhp on decent fuel) , Tremec T56 magnum 6 speed box, BTR 3:23 LSD.

GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

After obtaining an ICV approval the body / chassis and 80% parts were shipped from Newark in the UK at the end of October 2011 and arrived in Freo early Jan 2012. All the first shipment was in its own dedicated container that was due to be dropped onto my front lawn. There was a second shipment sent on a different boat about two weeks after the first. This second shipment contained corners/wheels/transmission etc and so avoided any unpleasantness with Customs & Excise and state/fed taxes. It was not overly expensive and in fact prompted me to look at the supply of tires, rims, transmission and even a high crank amp gel battery from the UK rather than supplied from within AU. The result being that by buying from Europe and even the USA I saved sufficient money against the AU costs to [more than] cover the costs of the second shipment. It was quite a plan and should have worked well. It did, until it hit Australia...where, as with any plan that involves state/fed or local government bureaucracy, it did not get past first contact as the container was impounded and quarantined by AQUIS when they found a lentil bean on the floor. As a dedicated container rather than 'part [shared] load' it became solely my responsibility to resolve the situation. It took huge numbers of phone calls /e-mails and even the promise of litigation with the UK shippers for allowing the container to be shipped in Au with a lentil on the floor but after about two weeks I eventually managed to have the container released but it remained impounded at Freo docks so the only solution for me was to borrow a truck – hire a trailer – unload containers/load trailers (4 times!) in the height of summer and drive back and forward between Freo docks and my home to get it all into my garage. So the first lesson was “shipping” – *only use part load containers - never dedicated...*

It took a day or so to un-pack everything and my promise to my partner that “it would only be a mess in the garage” very quickly evaporated as my office and one of the spare bedrooms quickly disappeared beneath an ever growing mountain of various car parts and accessories. Eventually everything was sorted away and the long awaited job of actually building the car could begin...Work quickly got underway – my Engineer came round and looked over everything. As you can imagine this is quite a step away from the usual Cobra build so there was a fair bit of discussion followed by quite a bit of data and information that GD had to supply. However, Terry seems pretty happy with things and we pushed on to get the assembly ready for its ‘Torsional stiffness test’. GD in the UK had already agreed that they would pick up the bill for the test in order to obtain type approval. The car was shipped off to Terry’s garage and a day or so later I popped round to be told that it had passed the 6000Nm/degree and that no modifications would be required to the chassis.....Result!.....That was back in March /April and since then we have pushed on as fast as time, professional life and my [very understanding] wife would allow. This period also resulted in the second lesson learned - *“never purchase OEM bolts or parts from your local Holden HSV dealer for your Cobra LS series engine”* Suffice to say I received a life ban from Rockingham Holden after suffering a bout of ‘Tourette’s syndrome’ and accused them of being legalised thieves rather than a car dealership when presented with the bill for 11 new OEM bolts for the clutch pressure plate and flywheel. With my new bolts in place and torqued up, the engine and clutch assembly was completed and the corner suspension finalised and locked up, the drive line was then installed in the chassis complete with driveshaft and hooked up to the diff. The dash was assembled and wiring checked out. I fitted up the hinges doors/locks intrusion bars and did a first fit on the closure lines for the doors, hood and trunk- very happy with the results there.

GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

There was a huge amount of work to be done on the body with all the apertures and transition holes to be cut out along with very carefully removing all the flash lines and rubbing back to a good finish. There is also the top body joint line to be filled, blended and then shaped back into the firewall in the engine bay where the top section joins the lower part of the tub – its awkward work but getting it right makes for a real ‘factory finish’ when completed.

The original car was supplied in colored Gel coat - GD are renowned for both the mechanical strength and the finish quality of their bodies. Most cars are purchased with a colored gel finish as they are track cars and any chips are very easily fixed with a blob or two of gel and some polishing and buffing. GD are also the only supplier who will build stripes into the gel. I have decided to have my car sprayed – it won't be used for racing and only a few track days – and I have never been happy with my color selection from the moment I saw it..

I was hoping to have a run on the engine by the time I offered to open up the garage for a scheduled run to the Cobra Club. However, to meet the current regulations I have to install a dimmer switch for the instrument cluster. I was more than a bit bemused with this requirement as my instruments are original Smiths type with 2Watt peanut bulbs. For those of us old enough to remember driving round in various 1960's Fords fitted with Smiths instruments you will recall that you can barely see them at all at the best of times so dimming should be a non-starter. Nope ... lesson three..... *“don't question it - just do it –or you will go insane”*. Anyway – I did fit a switch and a couple of shunt resistors but in my hurry to fit it all back together I managed to introduce a bit of a wiring issue in that the dimmer works fine but when I switch main beam on I have a dead short to earth so I need to track that down and correct it



GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

before I can make the final GD and Mast connections and do a rolling chassis engine start...

As I write this my wife has been abroad visiting children and grandkids for something over a month during which time almost nothing has been done on the car other than sort out the pedal box and pedal positions. She returns this coming weekend (end June) so I will be fired up to crack on again, get the wiring sorted and get the engine run 'soon as'. Last weekend I had a few club member drop in and poke and prod around the body and chassis. Everyone seemed pretty impressed and I received quite a list of some of the wonderful, irritating and sometimes downright strange things I am going to have to comply with to get through rego'

That's about the state of play at the moment...All things being equal I will try to supply the mag with a brief update with each issue as we head slowly but surely towards [hopefully] registration.....

Over the coming months I am most likely to be found, most weekends, in, on or under the car in my garage and any club members who are in the vicinity are more than welcome to check in with a quick phone call or just pop on spec round for a chat and cuppa....



DAYTONA BUILD BY RICKY VIRAGO (PART 5)

This issue focuses on fitting the body and body fittings.

The first task was to eliminate all the mould joins in the body panels. This is best done with a four inch grinder to hollow out the seams. All necessary cut outs were also done at this time for lights, grilles catches etc. Also, to give a proper finish the all return flanges were trimmed to a uniform width. This included wheel arches to 10mm, windscreen surround flange to 40mm side widow flange to 25mm etc. Although time consuming it improves the overall finish of the body and it just looks so much better.



Front clip cut outs, mould seams cleaned up and wheel arch flange made uniform width. Ready for surface sanding.



While the grinder was out, the underside of the body was scuffed to remove any fiberglass dag's and correct any issues. I found that where the rear of the car was joined the factory had missed part of the mould joint and as such could push my finger through the gel-coat and non existing fiberglass!

DAYTONA BUILD BY RICKY VIRAGO (PART 5)

Now that the major parts were prepped, they were installed onto the chassis. The main body unit was fitted aligned and bolted into position to serve as the major reference to the remaining panels.

Next up the doors were fitted with the anti intrusion bars and hinges fitted to the chassis. The doors were then slid into position and aligned via adjustment in the hinges and then the catches were installed. The passenger door was too short in the opening by a good 20mm. This was corrected by fibre glassing an extension onto the door panels prior to the doors being gapped to a tight initial fit.



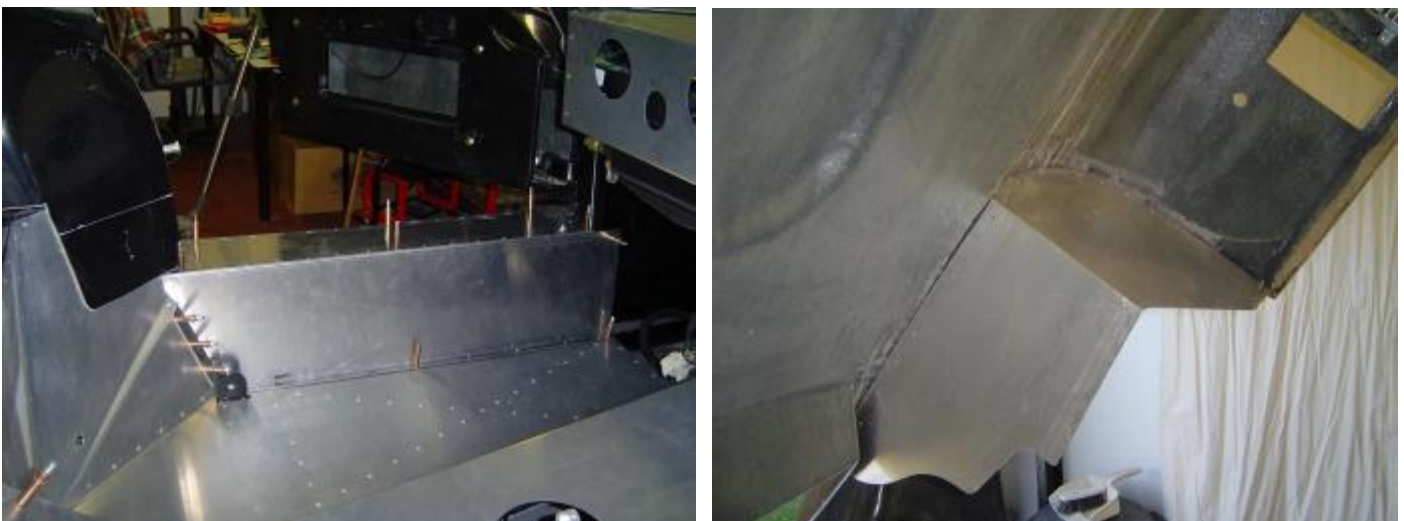
Main body and driver door installed

DAYTONA BUILD BY RICKY VIRAGO (PART 5)



Door hinges and the offending door installed

The next step was to manufacture inner door sill panels to seal off the outside. These were cut from aluminium, bent and temporarily fitted as they would be removed for painting. After this the front clip was sat onto the body, the hinges fitted and then aligned to fit the main body unit. The rear edge of the clip needed some trimming and the catches were fitted up to secure it in place while body work progressed. The underside of the clip required inner wheel arches to be fabricated and fixed to the clip as well. These were made at this time to stiffen the clip.



Inner door sill panels and inner wheel arches made and temporarily installed

DAYTONA BUILD BY RICKY VIRAGO (PART 5)

Rear lights, fuel filler and hatch all fitted (Note indicators to be changed to amber lenses)

Fitting of lights into the front clip is straight forward other than having to fit indicators in a different position to meet ADR requirements. Rather than being fitted into the light buckets they were cut into the nose radius and screwed into place. Not really the nicest option, but the only one legally open to me. Fog lights are to be fitted as well but as these are lower than legal height, they will be fitted after licensing.



BODY PREP AND PAINTING TIPS BY RICKY VIRAGO

Having painted a few cars in the past I thought I would provide a basic guide to preparing the body and painting your own car.

Hopefully it helps anyone that is prepared to have a crack at the job, or for those not up for a try, it will give them a bit of an understanding of the effort involved when you leave your car at the paint shop.

I must firstly say that I am not a professional painter, so opinions may and probably do vary to those of mine outlined here, but having done a couple of cars, this is how I would generally go about the process on a car that requires a lot of body work.

It really is a pretty straight forward job. The time and effort really is all in the prep stage. A show job involves very much the same prep and process, just a lot more time.

The step by step process I follow is :-

Strip everything off the body.

- Adjust all panels gaps and levels via the hinge points to get the best compromise of fit, alignment and gap.
- Bag or wrap the chassis and everything you don't want to get crap on – It gets into the most unlikely places – trust me!
- Clean the body with a wax remover. Grind out and mould joins in the body. These generally have air trapped in them during the moulding process so it is good to get this sorted now.
- Machine sand the entire body with 80# paper (including any inner skins you want to gloss paint as well)
- Run flexible battens or straight edges over the car to see where the major areas requiring filling are. Mark the extent of the low points in pencil – ie, where they start and stop.
- Start filling the low areas with a good polyester filler. If they are really deep you will need to do a couple of passes of filler. Just make sure to scuff between applications and vacuum the dust out before successive applications. (Rage gold, K&H premium gold or U-pol are good fillers and depending on the body, you might need four litres or more)
- To apply the filler, use a wide spatula or a long straight edge for flats or a flexible batten for curves so you get a nice clean and even “pull”. Avoid over working the filler. You will typically make a mess of it and make life harder for yourself.
- Before the filler is fully cured, hit it with a cheese grater / sur-form to knock any lumps or bumps off and get the basic shape right. This helps with the sanding process as well.
- Refill if needed but ensure you blow and vacuum any dust out before re filling.
- Sand the body and the filled areas with long sanding boards and 80# paper. This will even out any small high / low spots so you get a uniform surface reasonably quickly. You will be amazed at how creative you get when making sanding boards for specific areas.
- Keep filling and sanding until you are happy the surface is uniform and that all filled areas are properly feathered into the surrounding areas.
- I use a bit of 3mm aluminium as a spacer for gaps. Once the body is correct the other panels need to be fitted to it. If door / boot bonnet panels need building up, this can be done in filler (if small) otherwise need to be done in glass and then blended into the newly leveled body. Sand the edges to get the uniform 3mm gap.
- Sand the entire car down to 120#. Check for any pin holes in the surface and fill / sand them.
- If you can, vacuum the dust up frequently to minimise the amount of dust both on the car and in your workshop. It will get everywhere – believe me.

BODY PREP AND PAINTING TIPS BY RICKY VIRAGO

- Get the bodywork hot. Get it into the sun for as long as you can to post cure the filler and allow it to shrink as much as possible before applying any paint. – This will help to minimize future movement of the filler years down the track. (Paint shops use their oven for this)
- When you are happy with the filling job, you need to spray the entire car with a polyester spray putty (two coats, wet on wet) “U-pol reface” is good polyester spray putty and you can get it for around \$40 /litre. (Standex polyester spray putty is also an excellent product at about \$70 per litre)
- You will use a minimum of four litres of spray putty to do the two wet on wet coats. You will need a gun with a 3.5mm tip and plenty of air capacity to spray it. (The spray putty is easy to sand cures hard and helps blend filler to gelcoat feathered edges.)
- Any missed pin holes that appear after applying the spray putty need to be filled now. Before starting to sand, I apply a mist / guide coat of black over the entire car.
- Board sand the spray putty back with 120#. The guide coat will tell you what is high and low. You may (and probably will need) to do another application of the spray putty.
- Board sand the second application down to 240#.
- Take the time now to get it right. The poly is about \$150 per four litres cheaper than two pack primer and is easier to sand. In short, if the body needs more work, Do It Now.
- When you are happy, spray the two pack primer. I like Standex (Du pont) products which are a really good product. A four litre pack with reducer is about \$400.
- Spray the two pack primer with a 2mm tip on the gun (two good coats) and follow with a mist / guide coat of black. There are now dry guide powders which are very good and are applied with a puff pad after the primer is dry.
- Wet sand the guide coat off the primer to 800#. Again the guide coat will talk to you. There should be no guide coat on the car when sanded properly.
- Rinse the car with fresh water and dry.
- De dust, wipe with tack rags and wipe over the body with alcohol wipes (these remove static and any surface contamination. Also ground the body with electrical wire to help minimize static which will attract dust.
- Apply the base colour coat (or full gloss colour) if doing stripes, tape for them using PVC fine-line tape.
- De dust, wipe with tack rags and apply stripes.
- Depending on colour scheme, you may have to paint out your stripe area first then apply the main body colour second.
- De dust, wipe with tack rags and apply the clear coat (if clear over base system)
- Wet sand the clear (or full gloss colour) to 2000# and machine polish.

A Cobra would typically take around 3 to 5 weeks full time to take a very average bare body to a very high quality finish. The materials and sundries to paint the car would probably cost around \$2000 using Dupont or Standex products.

For the cost to do it yourself, and if you are prepared to put in the time and effort, it is quite a rewarding task. Being able to say “I did it myself”, adds to the personal pride of building the car.

As a bonus, the money you saved can be used for later enhancements.(or to buy brownie points for the other person in your life.)

Go on, have a go. You might surprise yourself!

DICK'S EXCITING RIDE BY DICK HOGEN-ESCH

This is a short story running through the sequence of events as they unfolded just north of Busselton.

We left Dunsborough after having had breakfast at the Dome. We all left separately because some had things to do on the way home. Leonie and I were just north of Busselton just entering the 100kph zone when Leonie spotted a speed camera on the side of the road. (This was just before the intersection of Osprey Drive. Ironically, I live in Osprey Close.) I had moved into the right lane to overtake a slower car when Leonie touched me on the arm, to let me know that there was a camera on the side of the road. I touched my brakes to check my speed, when suddenly there was a loud bang and my car hurtled into the gravel shoulder of the road. I skidded a fair way wrestling with the car because I only had steering on the left front wheel. Luckily, I managed to keep it on the gravel rather than into the trees and bush in the median strip. (The north and south bound lanes are separated by a very wide median.) If there had been no median strip I would have run into oncoming traffic.



After skidding some distance in the gravel, I took out a plastic white post, then the left front wheel bit the bitumen and the next thing I knew was that I was on the left side of the road in the gravel. The only other car on the road was the one I was about to overtake and luckily for us he saw what was happening and accelerated to get out of the road. As it turned out, he was the person from the Busselton newspaper that took the photos at Frank O'Keefe's place. I just missed the rear of his car and was heading for the steel Osprey Drive sign. I just managed to miss that by millimetres,

DICK'S EXCITING RIDE

BY DICK HOGEN-ESCH



We were now heading for a white wooden post., Just missed that too! These posts can be seen in the photo. Finally the car came to rest, nicely parked on the side of the road. Luckily there was minimal body damage to Leonie me and the car. The whole episode could have had a completely different ending, but I'd rather not dwell on those possibilities.

I rang a mate of mine in Mandurah who has got a flat bed tow truck and he came down and picked us up. When we finally arrived home we had quite a few drinks to celebrate our lives.

The mishap was a result of the upper control arm coming away from the chassis. It is an RMC car and the fracture occurred where the upper control arm bolts to the plate that is welded to the chassis. The weld didn't break but the weak spot adjacent to the weld fractured. Apparently, later RMC cars have this area gusseted .





Tim Webb is currently constructing a Factory Five MK 4 Cobra. Tim opened his garage on the 14th July for club members to view his progress. Tim has also set up a build site on the net for anyone who would like to follow his progress. Use the link below to get to the site.

<https://sites.google.com/site/webbyscobra/home>



FOR SALE



Four rear shocks for Cobra with Jag rear end. Shocks are Boags with Kings Springs. There are 2 complete sets of 4 available. They have travelled no further than 200 kms.

New cost \$754, Sell for \$500 (set of 4) ONO
 Contact Eddie 0400 599 168



Light set. 4 amber single filament, 2 red dual filament. \$150 (set of 6) ONO

Side repeaters \$24 (pair) ONO

Contact Eddie 0400 599 168



1971 FORD BOSS 351 MUSTANG



Ford decided to pull out of racing after the 1970 model year. The Mustang handily won the 1970 Trans Am Series and so, there was no need to continue building the expensive, limited production Boss 302 engine. Still, Ford got a lot of mileage out of the Boss name and so, continued the concept into the 1971 model year.

The Boss 351 replaced both the Boss 302 and the Boss 429 Mustangs. Like previous Boss Mustangs, it was a complete package, with limited options. Standard was the 330 hp 351 Cleveland V-8 featuring a four bolt main block, large port cylinder heads and valves, a solid lifter camshaft, an 11.7:1 compression ratio and aluminum valve covers. Other standard features were Ram Air, 3.91:1 rear axle ratio with Traction Lok, four-speed manual transmission, Competition Suspension, power front disc brakes, front spoiler, the Mach 1 front grille and lower bodyside paint treatment, bodyside tape treatment and Boss 351 decals in place of the Mach 1 decals. The Boss 351, however, came with the standard chrome front bumper. The hood, also differed from the Mach 1s as the black or argent paint covered most of the hood.

Standard wheels on the Boss 351 were 15x7 with trim rings/hubcaps. Optional were the 15x7 chrome Magnum 500s. Tires in both cases were Goodyear F60x15 RWL Polyglas GTs.

Not a light car (3,750lbs), the Boss 351 could do the quarter mile in the high 13 second, low 14 second range. This equaled or surpassed the acceleration of other big-block equipped Mustangs (and other Pony cars as well) and its weight distribution made for better handling and braking. It also had much better low end response than the peaky Boss 302 and Boss 429 engines. A nice Mustang indeed.