



VOLUME 37

SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

MARCH 2013

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Colin Bramwell wins at Motorvation



Graham Ullock I've been everywhere man



- Corvette Show Day
- Big Als Poker Run
- Classic Car Show
- Caversham Run
- Tony Pinachelli



PRESIDENTS REPORT BY DAVE KENT

G'Day Cobra nuts

Not much to report this time. Things have been pretty quiet on the cobra front. It seems like we are all having trouble getting up and running again after the new year.

Don't forget it is only about four weeks until the Annual Show & Shine at Whiteman Park so you make sure you are organised well in advance so you can join the award winning display. We took out the best club display last year so lets see if we can make the most of the recognition and put on another fantastic display. For those that would like to leave their cars out there on the Saturday night there will people on hand to look after you baby, lead of course by "Sherriff Miles Wood"

Great to catch up with a couple of our eastern states cousins in Steve Sarkis and Mark Hudson who were over this side of the world and took the opportunity to contact the club. From the feedback the boys thoroughly enjoyed their visit and the chance to talk Cobras with the members.

Work has been progressing on the Mustang with another big mission underway which involves shoehorning the huge BA Falcon climate control system under the mustang's dash. This has involved much fabrication and the creation of a removable dash which was unheard of back in 1967. Oh the joys of custom cars!

So as our perfect Cobra climate starts to taper off for the winter remember its always a good time for cruising in the sunshine or taking a quick squirt on a quiet road either by yourself or with fellow cobra nuts.

Take care

Dave Kent



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CCCWA 2012 / 2013 Club Calendar

<u>Updated</u> <u>19/08/12</u>	Club Runs		Event	Depart / Start Time	Information	Organiser
	Day	Date				
April		13	Graham Sach Memorial Run	8:00 AM	Coca Cola Café Toodyay for Breakfast	Graeme Ullock
April		24	Veteran Car Club (BBQ)	6:30 PM	BBQ and April General Meeting	Club
May		5	Waroona Run	9:00 AM	Cockburn Central East to a Winery for Lunch	Dragan Simic
May		22	Veteran Car Club (BBQ)	6:30 PM	BBQ and May General Meeting	Club
May		25	Carroll Shelby Memorial Run		Navigation Rally	Eddie Terrell & Miles Wood
June		8	Chittering Valley	10:00 PM	Depart Caltex Midland to Stringy Bark	Alan Dewar
June			Barbagello Tuning Day	TBA	Find club to play with	
June		26	Veteran Car Club	6:30 PM	BBQ and June General Meeting	Club
July		14	Cape Bouvard Run	8:30 AM	Depart x to Cape Bouvard Winery	Ron McNally
July		24	Veteran Car Club	7:30 PM	AGM Followed by the July General Meeting and supper	Club
August		10	Parkerville Run	8:30AM	Depart Gingers via Toodyay to Parkerville for pub lunch	
August			Belmont Indoor Karts		Club Kart Champion	Alan Dewar
August		28	Veteran Car Club (BBQ)	6:30 PM	BBQ and August General Meeting	Club

MOTORVATION 27 BY COLIN BRAMWELL

Spurred on by the success of my VL WALKINSHAW at the GM Owners Day Most Original at Show Runner Up I decided to enter both the WALKY and the COBRA as entries for the ELITE pavilion at Motorvation 27. Paid the entry fees , sent copious pictures and waited. and waited.

2 weeks before the show, got advice that WALKY is considered TOO ORIGINAL and not accepted for ELITE entrant but that my COBRA was accepted.

Further, that the COBRA had been selected to be parked next to the eastern states feature cars

%it !! says I, need to raise the bar from a black sheet on the floor and black posts with what looks like whore house entrance blue velvet rails

At very short notice ended up with Interlocking floor tiles (silver and slate pattern) from Garage Solutions and highly polished s.s. balustrade rails and posts. Also discarded the chipped framed mirrors and got some mirror finished s.s. sheets.

Its 0700 Friday and the usual confusion at the entrants log-in and Motorplex gate entry, eventually get the 4WD and trailer plus support vehicle thru and then to my great delight we are first into ELITE Pavilion unload and spread out.

Assemble the floor (great product) and trial erect the posts and rails Oh NO, too unstable. So son departs for nearest hardware stores to get some blocks wood and screws to act as base plates.

Car now carefully positioned nicely to show off its best points, one wheel off and black silk clad axle stand and mirrors in place underneath and flood lights strategically located.

Looking Good.

Gradually the ELITE pavilion fills up and wow how things have developed and changed over the past couple years since I last entered such an event,

As a min now you need a massive fully chromed engine with induction "stuff" and multiple butterflies sticking thru the bonnet and as high as top of windscreen as well as the usual fresh out from the paint shop engine bay and interior and undercarriage oh yes, and it helps if the engine runs on "funny fuel!!" and gets 500hp upwards,

Public enters at 1500 Why is it that kids have "crap" and "snot" and "sticky stuff" all over their hands and Why do they insist on using highly polished display barriers as though they were council playground equipment, Grrrr

At last 2200 comes round and we turn off the lights and get to go home.



MOTORVATION 27 BY COLIN BRAMWELL

Its 0700 Sat morning and time to uncover and dust and re-polish snot marks etc etc, Oh no the bloody air conditioning cuts out. Then when it comes back on we are all covered in dust and brown powder more dusting and cleaning.

4 teams of judges descended and scoured the vehicles making notes and comments. Nice to overhear comments as to attention to detail on that COBRA.

Public enters 1000 and the day proves to be mayhem crowds and crowds and kids and kids.

Saw Dick there and a couple non club cobra owners plus many wanna-b-builders with lots of basic questions and scouring for free or second hand materials to do it on the cheap good luck.

After lunch its time for award announcements in front of big screen. Great disappointment at not getting a Top 10 nor Best display ELITE pavilion, but did get Best non production "Kit Car" (knocked off last year winning Lambo and 3 or 4 more Lambo and GT40 lookalikes outside) plus got runner up Best Display so not all lost.

The eventual Grand Champion was in the bay next to mine, his engine alone cost him \$70K ran on "funny fuel" and the butterflies iced over each time he attempted to fire up.

Eventually 1900 the organisers tell us that the 40+ ELITE pavilion entrants are to make their way to the drag strip staging lanes in readiness for a "Super cruise" to show this top machinery off to the full house under the floodlights makes the hairs stand up looking thru the gates and seeing what's waiting out there.

So in shorts and T shirt and open shoes and no helmet, we line up and one after another blast down the strip, then back along the return road next to crowd and thru the "burnout" pad (some but not I elected to do burn out) and repeat the process for 3

The entire fleet then returned to ELITE pav but on the way got ambushed by what to me resembled what we see on the u-tube, crowds of younger "rockapes" gesturing and yelling and shouting "do-a-doughy" or "give-us-a-blacky", so very reluctantly I melted some Pirelli rubber for 4-5 secs and drove thru them.

In the pav elected to just drive the car into the bay and not jack up nor remove wheel to show underneath and delighted when at last 2200 came around and off home.

Its 0700 Sun and hopefully not such a manic day as yesterday. Turned out quite gentile with a more mature or trade orientated crowd.

After lunch started to dismantle and gradually load up 4WD and Son's wagon.

Then at long last 1600 came by and public banished and we all got to get our cars outa there.

On reflection and looking back it was good fun but will I do it again Mmmmm only with one of those outrageous unusable drag style engine powered machines. Cobras do not really fit there at this time of Motorvation development.



GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY



At the time of writing this I am at last beginning to feel that at long last I am on the home straight and ready to set up dates for the 5gas test and engineering.

First job in the new year was to get the roll hoops into place and fit the replacement escutcheon plates. The original GD ones are not very nice - great rubbery things. I ended up using them to provide bulkhead seals for the steering column and the engine loom where they transit into the passenger compartment. The replacement units for the roll hoops came from the USA - they cost way too much for what they are and although they look really nice they were 'flat' - which turned out to be something of an issue as it is near impossible to find any Cobra panel that is flat. As the plates had to mate around the bars in the main valley between the rear wing and the boot area it took quite a while to find a way to bend the rings into shape so they closely followed the profile of the body valley without the ring buckling at the drill hole point. The two posts affected are on the extreme left and right (Pic 1) - It may not look like much of a curve but it was an absolute bummer to get them to fit. I also made up some seals to go around the roll hoop legs in the boot area where they pass through the body and onto the chassis. At least that will prevent water in the boot in the event it caught out in a downpour. At the same time the fuel tank was finally positioned and bolted down and the wiring for the various lights completed. The carbon box was screwed into place and the vacuum, pick up and vent pipes run in. Unfortunately due to size/weight/age issues ! I discovered that I could not reach the rear boot wiring to connect the high level brake light up. I was happy and not a little amazed to find that my mates 20 something lad managed to get himself into the boot and close the lid even with the fuel tank fitted - impressive (Pic 2) - with him shut in the boot the final connection were made off. .



Having established that I had access to a youngster whose body could boldly go where mine could not he was then pressed into clambering into the passenger well to complete the air duct connections behind the dash - Pic 3.



By the time I had a young Mark in the foot well I had already laid out and glued the side panel and the main tunnel carpet. The floor, tunnel top, rear bulkhead and seats were all trial fitted and then removed to ensure they fitted correctly. (Pic 4) Although it all fitted beautifully I did discover that the Willans harnesses I had been sent were 'pull up' lap straps rather than 'pull down' - the upshot being that the lap belt was impossible to adjust once the seat was in place. A quick call back to the UK and on my promise of returning the belts to the UK in May / June, a new - correct - set of belts was despatched. The reason I can get the belts back to the UK is simply that the wife and I are off to the UK to see family and friends for 4-5 weeks although at this time it appears that my suitcase is on the verge of containing more car parts than clothes. Now it's coming together I am delighted with the interior look of the car.



Next job was to fit the windscreen for the final time and start to fit the dash frames and steering column.

The frames went in OK - the bottom plates followed but laying out the ECU / relay box, the engine management loom and the heater / vent ducts proved to be a significant event.

GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

In the end it all positioned nicely (Pic 5) I have to admit to being very glad I had previously decided to glass the glove box hole up and do away with it - the dash would have been extremely packed and difficult to work on if the glove box was still there. Unfortunately the car will go for engineering with no dash cover - just a matt black spray - this is because I'm waiting for some new leather for the cover and unfortunately it won't be fitted in time - no biggie but it's a pain to think I'm going to have to take it [the dash] out again remove all the instruments and rebuild the whole thing up to its final finish - . Anyway - With the dash frame in - the steering column was trial fitted and I just had to fit the doors and trim covers to see what the final result was going to look like - the answer was "very nice!" (Pic 6)

The mods to the steering column control stalks were completed along with some changes to the control wiring. Although all the modifications were complete all the parts remained in a box of 'bits' waiting to be put back together. At some point I would still have to do a lot of measuring around the steering boss and control column, followed by drilling and tapping the steering wheel boss to accept a couple of modified cap bolts to pick up and operate the turn cancel mechanism. It requires a fair bit of thought so I'm rather putting that one off for a week or two...

Next job was to bleed the clutch and brakes- my first attempt got absolutely nowhere - after some furious pedal pumping I had pushed 500ml of *dot4* through the system, could see not air but still had no clutch function. I was pretty sure it was down to trapped air and insufficient flow even with frantic pedal pumping. Ever the pessimist I had this niggling doubt at the back of my mind that this could be a clutch throw unit problem and if the next attempt failed I would be looking at removing the body - removing the engine and box to get at the unit. This was really something I did not want to consider.

Fortunately, in the end it was a simple fix - an easy bleed pressure and makeup system with [surprisingly!] 20psig was needed to push sufficient flow and volume through and ensure all the air was removed - once I had sufficient pressure in the system it all happened very quickly and easily. As I was on a roll I decided to keep going and bleed the brakes - easy with the pressure system - job done. The car was lowered off the chassis stands and as of 6th Feb was sat on all four wheels looking like someone really ought to be driving it.(Pic 7)

The remainder of the photos are simply the following couple of weeks devoted to putting the interior and trim together...Pictures 8 thru 12 cover the whole process

The transmission tunnel cover was fixed in place along with the gear lever. It was then time to do a final fix of the rear bulkhead leather trim. The door trims were located and pre drilled - - the remaining work being to transfer the door handles onto the door card and do a cut and shut before a final fix into the door moulding. The steering column had been in a state of complete disassembly so it was a couple of evening work to slowly build it all back up, fit the modified control stalks, associated wiring and the column tilt control lever. After a weekend of faffing about with leather and some thin aluminium strip I finished up the modified column shroud so the



GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY



Pic 9



Pic 10



Pic 11

whole assembly could be remade and passed through the firewall and connected to the main steering shafts. The final piece was to fix the dash panel into place. Seats were dropped into place and the seatbelts clipped in. I had actually made some really good progress so experience suggested that something was due to go horribly wrong.....I was not to be disappointed and the inevitable happened when I discovered that my shimming of the dash frame which had resulted in a beautiful fit and minimum steering shaft angles had also positioned the steering wheel within 25 mm of the driver's door return - far too close. To fix this required the removal of all the steering/dash/wiring/heater ducts/wiper tube and motor etc etc. The Windscreen then had to be carefully supported as all its location and fixing points had been removed. The wiper motor and bundy tube was removed and the tubing shortened and re-flared to allow for the change in dimensions between the motor and spindles as the spacers were moved from the near to offside of the car. After that it was a matter of reassembling the whole shooting match. After four evenings of work the result was a nice gap of 45mm between the steering wheel and the door return - perfect. In pic 11 you can see I also took some time to make a simple basic mounting frame for the high level brake LED strip that locates between the roll hoops rather than have the more common clam-shell arrangement fixed into the body.

I should have been able to move the car under its own steam for the first time - however, as I put the dash in I found that despite carefully wrapping the oil pressure capillary tube seal in a plastic bag I had managed to snag/tear the bag resulting in the loss of the seal washer - result no oil pressure indication therefore no engine start. After some internet searching I found the manufacturers (Smiths Insts) agent in Victoria and mailed them asking them to post a couple of washers over - surprise surprise - A\$20 minimum order and A\$8 "freight" - not wanting to spend A\$28 on a 10cent washer I told them I would pass. I bought a couple of mixed fibre washer kits locally but could not find any that were a good fit. Not wanting oil leaking into my dash I was determined to fit the correct OEM part so I decided to contact the manufacturer in the UK - an e-mail was sent off and the next day they returned a note advising that half a dozen washers were in an envelope and on their way to WA. Customer service at its best...

GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

The last week of Feb was spent doing any number of the small jobs I had listed. While waiting for the replacement seals I decided to finish the carpet and seat fixings on the passenger nearside – fit the door hinge escutcheon plates – cut in and fit the door trim cards and do a refit and gap. Round the back the boot lock was cut and drilled in - the seals fitted. Back to the interior and the rear bulkhead surround was held and in place, a couple of touch holes drilled through from the boot and after fitting a couple of keyhole bolts the whole thing was invisibly fixed and clamped in place. Looks really nice and finished the interior off nicely. I still ended up having to put a couple of St Stl self-tappers in dress cups at the end of each wing just to hold them in place. (Pic 12)



Pic 12

(Pic 13) shows the wind wings and sun visors fitted. The final job before I could finish up the interior was to set the door locks into their final place - the gapping on the doors boot lid and bonnet are *near enough* for the time being. Past experience it that these bodies do move about and settle so I'll leave the panels 'as is' for a good few months before undertaking the final gapping. With the door locks complete the door cards could be finally fitted (pic13) - nice ! (Pic 14) shows the carbon stone guards in place - they follow the profile of the wheel arch and door line nicely and to finish the job I simply need to catch the ends of the trim with some glue to ensure they stay in place. Personally I must prefer the look of the car without the guards - however past experience is that after just a few months the front of the rear arch can pick up some significant stone damage. On past cars, track days required the rear arches and the front arch rims being covered in multiple layers of duct tape.... Not being a fan of the St Stl or aluminium guards I was very happy to come across the carbon fibre ones - cheap they were not and their durability is yet to be proven but I'm actually very pleased with them - the muted colour suites the paint job.



Pic 13

That's it for this report – I can only hope next time there will be news of it moving under its own power !!



Pic 14

OUT AND ABOUT - BY GRAHAM ULLOCK

Corvette Show Day



Graham certainly enjoys getting out and about with his cobra and getting involved in as many car shows and club runs as he can, evidenced by the number of photos that have come through.

Graham has been present at shows such as:

- Corvette Show Day
- Big Al's Poker Run
- Classic Car Show
- Caversham Run
- Tony Pinachelli's
- Whitman Park



Enjoy the photos, unfortunately I don't have commentary on all of the events, maybe we can do a follow up story in future issues.



Whitman Park



OUT AND ABOUT - BY GRAHAM ULLOCK

Caversham Vintage Car Day



There are literally hundreds of photos that Graham has provided and there are some really classic cars among them. I will publish some of them in future issues but if anyone is interested in looking through the entire collection please contact me and I will make them available to you. See more on the following pages.

OUT AND ABOUT - BY GRAHAM ULLOCK

Caversham Vintage Car Day



OUT AND ABOUT - BY GRAHAM ULLOCK

Big Al's Poker Run



Cobra builders wouldn't do this would they????



CAD Library

Andrew Finch has offered to setup a CAD Library for the very clever laser metal work we are now seeing on or cars. Following is what Andrew has in mind --- the message being if you have any CAD files, please contact Andrew on andrewf@cubeconsulting.com

Hi All,

I'm in the process of setting up a CAD library for the CCCWA.

Initially, we will aim to house 2D files used for laser cutting, making them available to all club members.

As many will know, laser is a very cost effective method of getting parts cut to shape.

If you have any shields / brackets / flanges / metal art / towing hitches / etc that you would like to add to the library, please let me know.

The best file format for storage will be .DXF (usually the file you send to the laser cutter).

These along with a couple of images (.JPG / .JPEG) of the part if there is some assembly required, should help the average punter re-create the part.

If there is a description required, I will add it as a text file.

Also, if you have any input on how/what should be stored, it will be gladly received.

Regards Andrew Finch andrewf@cubeconsulting.com

So if you have anything to contribute please don't hesitate to contact Andrew. Once up and running I will publish a list of what is available in the Snakeskin.

DUNSBOROUGH RUN BY ONEBADHOG

I was to meet big Al at south something, so I waited at South street and he was at South terrace. Once we sorted that out, we headed off and met up with the others, Ron and Nola, Gerry Trigwell, Tony and Pat in the tin top! Good choice as it turns out....

Then off we went to gnome Ville where Ron and Miles got lost inn the crowd. We were all the same size, except THEY were old and Ron and I were not. We got scared that we too would be lost in there forever and look like them in a few years. Good thing big al was there as we could see him, we yelled and screamed, he found us and we followed him out of that scary place! Thank god for BIG AL.....

It was then off on some truly GREAT roads up towards Nannup and the home of the wild painted cows and lunch. Before we got to lunch, we needed the obligatory petrol stop for Miles, and once there, one-badhog made a knees together quickstep beeline for the facilities. Pretty funny to see actually.....He was in there for awhile, but had a relaxed smile on his dial when he finally came out. On to Nannup where we sat inside and watched it rain on our lovlies!! except for Gerry with his top on!! The rest were in and out making sure the small tarps did not move too much. You know it's damp when your sitting inside and one-badhog can see water coming out the bottom on the cockpit...

On to Dunsborough, checking in and a warm shower. Nice choice by trip master Ron. The hotel that is, we did NOT share a shower.....then some nibbles, a few coldies and it was time for dinner.

Off to dinner with the lovely ladies, fun looking in the windows and deciding on what and where. Eventually we wound up back to the first choice with a nice feed had by all, flowed by a good nights sleep.

We were all up early for brekky and uncovering the hot rods in the hotel parking lot. There was plenty of interest from the other hotel guests and they all smiled when we fired them up!!!!!!!

Off to breakfast with the cars all shiny and lined up along the lovely tree lined street. Once we had some eggs and coffee, it was time to head off along some of the best Cobra roads some had seen for awhile! Many, many curves later we were back in Mandurah where we said goodbye and all headed home full of fresh air, memories of some of the Southwest's best road and trees. Bring on 2014!

Folks if you are out and about with any of the club runs or any events for that matter would you please try to remember to take some photos, and take note of who was there. Several events have been on in the past couple of months but I don't have anything to put into the Snakeskin.

Even if you think it isn't worth worrying about still send it I can never have too much. Thanks Eddie

DYNAMIC STYLE PHOTOGRAPHY

Dynamic Style Photography is a unique photography business that provides portrait, landscape, panoramic, pet and glamour makeovers. Established in 2010, DSP specialise in producing high-quality images. Recently DSP have moved into a new studio.

Tony Davies, owner of DSP comments:

At DSP our mission is to photograph our clients cool vehicles and immortalize them forever in print and online for all to see.

Using top of the line digital cameras, equipment and methods in a studio that is purpose built for photographing automobiles allows us to deliver the amazing quality that sets us apart from any other company. If you desire you can be included in the shot. How about your wife or girlfriend? Alternatively we can arrange a model to give your image that "magazine shoot" appearance.

We are excited about our work and would love the opportunity to show you what and how we do what we do.

The photos on these pages are examples of what can be achieved.



DYNAMIC STYLE PHOTOGRAPHY



CLUB VISITORS—STEVE AND MARK

We were fortunate to have the opportunity to catch up with a couple of members from the NSW Cobra Car Club at our last club meeting. Steve Sakaris and Mark Hudson were over this side of the country on business, Steve who represents Daikin air conditioners is over every six months or so and Mark who works for Bankwest slips over here around once a month, realised they would be in Perth at the same time and took the opportunity to contact the club.

Steve is lucky enough to own both a roadster and one of the new style DRB540's with Mark being content with his roadster.

Their visit was very timely in that it coincided with our annual sojourn to Dick & Leone's place for the general meeting. Thanks to Andrew Finch & Dave Kent (with a lot of help from Jessie) Dave was able to pick Steve & Mark up from Their digs in the CBD and ferry them to Baldivis in the tintop then switch them into the cobras for a pleasant evening run to Halls Head.



Prior to the meeting the boys were able to enjoy some snags and a drink which was well prepared by Dick whilst looking at the assembled cars and chatting about all things Cobra with the members. During the meeting Steve & Mark commented on the good things we are doing over here with the club and also extended an invitation to reciprocate the hospitality if any of our members are ever in Sydney. After the meeting Andrew and Dave drove Steve & Mark back into Perth in the cobras with comments made about how lucky we are over here to have such fantastic balmy nights where you can cruise around in a cobra at 10.30pm at night in a pair of shorts and a tee shirt.

Steve made sure he asked Dave to pass on a big thank you to Jessie for giving up her seat in the cobra for him and also to the club for the warm welcome which was extended by all the members to Mark and himself. From the feedback the boys thoroughly enjoyed their visit and will be keen to catch when business commitments allow them to in the future.



FOR SALE



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



It isn't very often that you come across a company like JNT. I purchased several items from them, ram tubes and intake bends and found them to be one of the most professional companies I have come across. They are located in NSW but every order that I have placed has been delivered the following day, like they promised. Other members that also bought from JNT and have also received very good service.

If you do have reason to talk to them be sure and let them know you are a member of the WA Cobra Car Club and you heard about them in the club mag.

Web: www.jntperformance.com.au or 02 4257 1000

If you find other companies that are prepared to offer the service and respect that we all find hard to find these days let me know. Ed

CCCWA Supporting Companies



NA.SA

Neil Atwell

Electrical - Maintenance

Mobile: 0403 277 337

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