

NEWSLETTER

Volume 1
Issue 2

September 2010

Lakeside Event ANTI-CLIMAX!



Gary Walther's race meeting lasted less than one lap, crashing into the barriers at 120kph on the front straight. Thankfully, Gary was not injured, his HANS device proving good value.

The accident was caused by fouled spark plugs that suddenly cleared with 700HP and cold tyres. The rear end flicked the Cobra side-ways and bounced into the Armco three times.



The damage was limited to bodywork, radiator, left hand suspension and sub frame. The chassis was undamaged.



Photos show the Cobra being brought back to **as new** condition, ready for the next event!



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LATEST ON THE EVER POPULAR DRB 540!

DRB 540 UPDATE

30 DRB540's have now been delivered; some finished and registered, while others are still being built. All owners are progressing well and like the original Shelby Cobra, each owner is incorporating their own finishing ideas so *no two cars are the same*. From the photos that we are receiving with choice of colours, stripes and wheels, each car is individual and they all look fabulous.

From chassis number 29 some **upgrades** have been undertaken with the front bulkhead and tunnel modified so the entire Heater/Airconditioning assembly from the donor vehicle will now fit. This is a major change and improvement with all the Dashboard controls now operating the same as the donor car.

For chassis' 1 to 28 a special Kit has been developed and this is available from the factory. This system has been trialled in the factory car and has been a fantastic success. With the door windows and air conditioning it is amazing how comfortable the car is to drive in hot weather. There is almost no buffeting at high speed and the cool air can be felt on your face and body so driving in hot weather is a pleasure.

You read in the last Newsletter about the **exterior door handle recesses** now in every door skin produced from chassis 29 onwards. You can simply fit the rear handle from the donor car or send them to us and we will fit for free

when we build your body chassis unit.

For those waiting for the **roof**, we are currently progressing with the prototype. ETA Xmas 2010.

For larger or taller customers, from chassis 29 the **bulkhead behind the seats has been relocated** to allow the seat to be moved back to provide more cockpit length. If you have seen or considered our car but decided against it based on the lack of driver leg room, we can now accommodate you. If you are in this category, please show your expression of interest now.

Ken Hopwoods GT40

Pictured is the engine bay of Ken's spectacular GT40 that features eight throttle bodies sitting in a "turkey's nest." This provides the cold air box arrangement for the induction system.

Also shown is the "cross-over" exhaust system that is unique to GT40's and is



responsible for the typical GT40 exhaust note.



CUSTOMER CAR OF THE MONTH

SPEED ON TWEED 11TH & 12TH SEPT

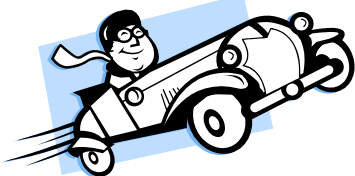
The fantastic Speed on Tweed race event around the Town of Murwillumbah was held over 10th – 12th September, with 200 competitors driving every type of car, from Formula 3000 to Sports cars and Sedans, some Historic while others were current models.

From the Start at the Show Grounds in the Cane fields, the track winds through the town streets, climbing to the main street, via a dip into the “Bus Stop”, where cars become air-born on the exit. The track climbs up the main street and turns right at the top to the finish line on the road back to the Show grounds.

The Competition cars were displayed in the Main Street of Murwillumbah on Friday evening, where 1,000's of people enjoyed the party atmosphere with outside Restaurants, Big Bands and Jazz Bands playing while they inspected the competition cars and talked to the drivers.

Bright summer weather continued over the week-end and with the large entry 4 runs were completed each day. The fastest runs were generally early afternoon when the track temperature was about 45 degrees and provided the best grip. Todd was driving the factory GT40 and experienced a

problem with a miss in the engine. This was diagnosed to be one of the 8 ignition coils. Once this was changed the GT40 was running in the top 20 and was 6 seconds quicker than last year, finishing 3rd in a very competitive class. A good result after crashing into the barriers on the fast right hand top corner last year due to tyres that had been through too many heat cycles, providing little grip.



The whole Murwillumbah community supports this great event and many thousands of people attend including many ex-racing drivers with Sir Jack Brabham heading the group, signing autographs.

A well organised and fully supported motorsport event, held in beautiful weather with many historic and uniquely Australian cars. It was really great to be part of this event.



**MOTORSPORT
EVENT**



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NOTE: FULL SIZE PRINTS AVAILABLE TO OUR READERS BY CONTACTING THE ABOVE



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We're on the Web!
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DRB still produce the most popular kit in Australia!

Engineering Facilities

DRB Sports Cars have developed a large range of engineering facilities related to the building of high performance sports cars and racing cars and these services are available to assist those who want to extract more performance from their Sports car.

The Fabrication shop equipment includes Lathe, Milling machine, Band saw, Plasma cutter, MIG, TIG, Oxy and Pulse welder for aluminium and 50 tonne press.

The Composite shop undertakes Plug and Mould manufacture, GRP hand lay-up mouldings and Carbon composite resin infused mouldings.

The assembly shop as well as building complete Sportscars manufacture wiring looms, specialise in fitting and programming Autronic ECU's, designing and fabricating suspension components, corner weighing and Track Day preparation.

Some of the work that has recently been completed includes:

- Boss 5.4 plenum chamber modifications to relocate a dual throttle body to the front
- Brake cooling ducting with Inlet and outlet mouldings forcing air into the brake rotor
- Wiring Loom with Autronic SM4 to suit 4.6 Mustang Supercharged motor
- Wiring loom for Boss 5.4 motor with Ford ECU fitted to a Cobra
- Chromoly suspension A-arms
- Modified oil pans to increase ground clearance while increasing the capacity
- Carbon composite flat sheet, light weight but extremely strong
- Connections for CAD/CAM and Laser cutting

OUR TEAM

PROPRIETOR

Peter Ransom

Assembly workshop

Gary Skaines

Scott Bartie

Murray Scoble

Fabrication

Colin Menham

Composites

Jason Stephenson (Manager)

Joel Morrison

Administration

Melinda Keighley

Suzy Wallace



UPCOMING EVENTS:

Factory SAUSAGE SIZZLE **9th OCT 2010 @ NOON**

SHARE YOUR EXPERIENCES, BUILD TIPS AND TRICKS, AND LUNCH IS ON US!

ALL WELCOME