

WEST COAST COBRA

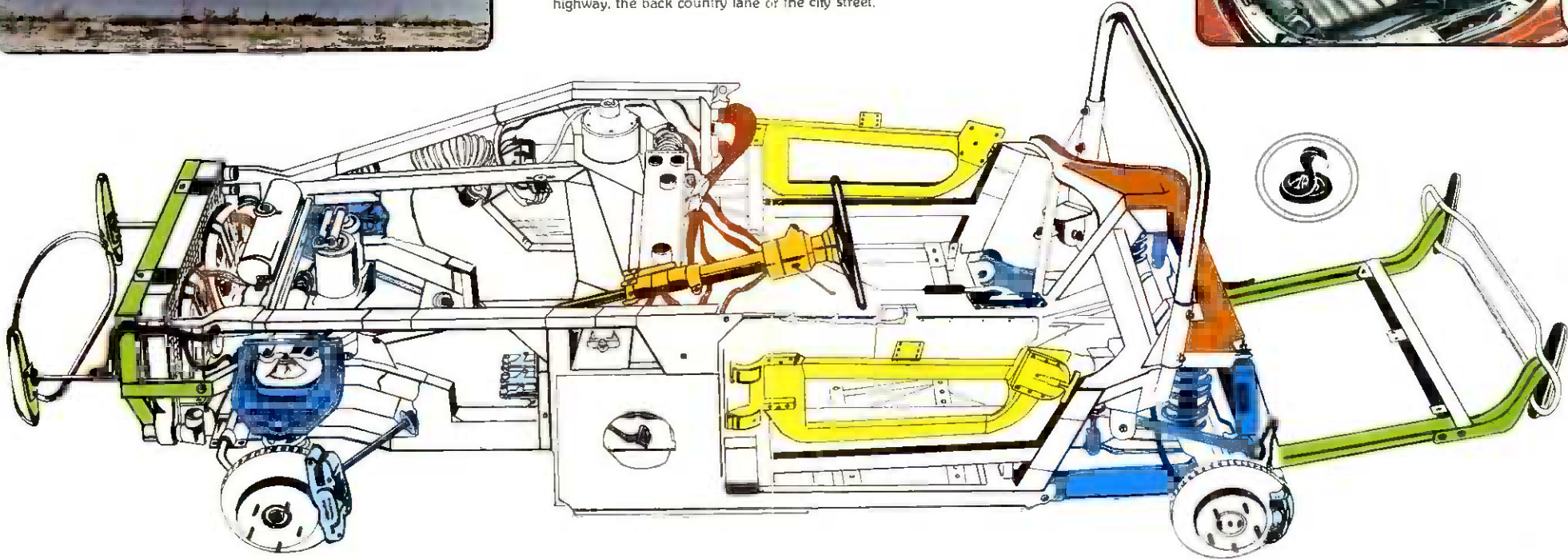
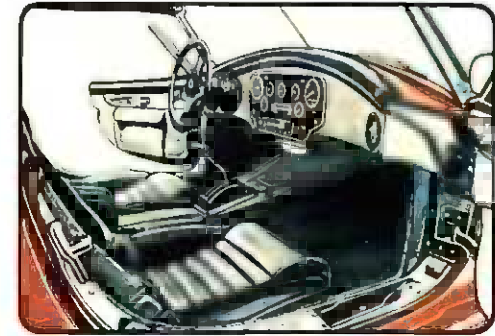
A DIV. OF VRL CUSTOM CARS INC.





Handcrafted Quality

The West Coast Cobra chassis is what makes this car so special and provides the basis for its superb handling qualities. It is an adaptation of present-day Can-Am road racing technology. It utilizes a tubular steel space frame with a foam and steel monocoque backbone. The Cobra is aerodynamically sound. Its lines are uncomplicated and graceful. But more importantly, it is designed to be driven and enjoyed. Unlike other Cobras, the West Coast has sufficient space in the trunk for your luggage. The top and side windows provide ample protection when the weather is less than perfect. The careful attention to detail and the high standard of craftsmanship assure years of service and driving pleasure. The W.C. Cobra is equally suited for the open road, the super-highway, the back country lane or the city street.



Suspension:

The rear suspension incorporates a Ford 4-bar rear axle with a 9-inch drop-out centre section. This extremely rugged system has been used as the basis for many NASCAR or Grand National race cars. The front suspension also traces its origins to Ford's racing days. This means the suspension can be tuned to suit the application.

Disc Brakes:

Standard equipment, these disc brakes have high performance pads, 11" ventilated rotors and 4-piston racing calipers. A dual master cylinder pedal assembly allows maximum use of this system.

Rack & Pinion Steering:

Rack and pinion steering combined with the energy absorbing wheel and column, plus U-joints in the shaft, minimize the chance of injury in an accident.

Electrical Wiring:

The heavy duty wiring harness is designed for years of service. Heavy gauge wire and self-locking heavy duty connectors assure trouble-free service.

Fuel Cell:

The West Coast Cobra is equipped with a race-legal 25 gallon fuel cell. With its location, it is virtually impossible for it to be ruptured.

Wheels & Tires:

Custom wheels and radial tires are standard.

Built-In Safety:

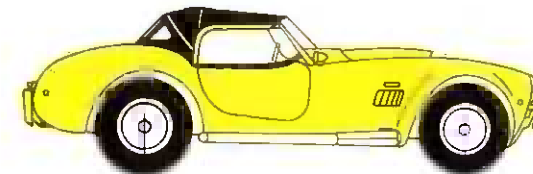
The safety engineered cockpit sits between two "crumple" zones that collapse in a crash and absorb the energy of the impact.

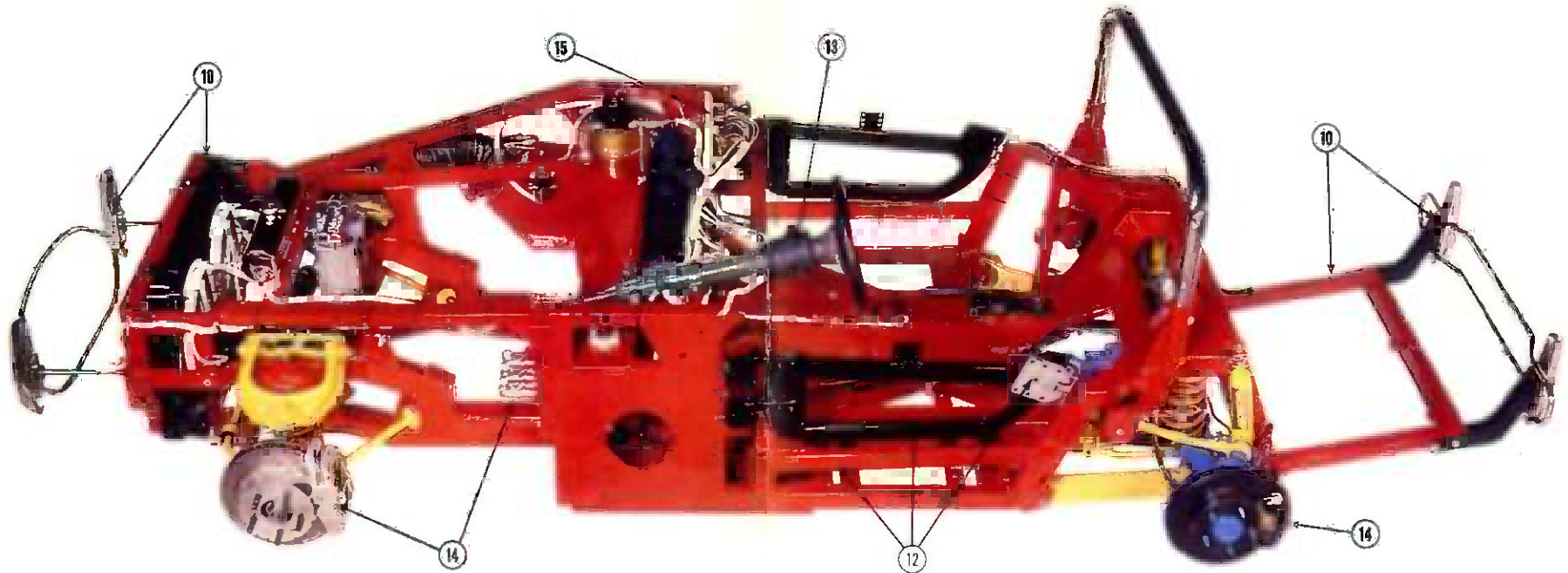
Crash Protection:

The heavy steel tubing under the body and an inner door subframe provide additional protection in an accident.

Engine Choices:

You can have your choice of 350 or 454 Chev. or 351, 429 or 460 Ford power plant.





8. Propane Storage

Propane tanks replace the fuel cell in those Stallions equipped with the 302 Turbo drivetrain.

9. Wheels & Tires

The light alloy Centerline Racing Wheel and the B.F. Goodrich Radial TA are standard equipment.

10. Safety Engineering

The heavily reinforced cockpit, or passenger cell, sits between two "crumple

zones" which will collapse and absorb the energy of a crash.

11. Front Suspension

The front end, like the rear end, traces its origins back to Ford's racing days. A selection of springs, shocks, and anti-sway bars allow the suspension to be tuned to suit the application.

12. Side Crash Protection

Beneath the body, the steel tubing of the chassis and the inner door subframe

surrounds the cockpit, protecting the occupants in the event of a collision.

13. Steering

Power assisted rack and pinion steering is standard. The energy absorbing design of the steering wheel and column, and the use of u-joints in the steering shaft minimize the chance of injury in an accident.

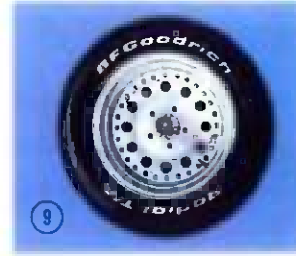
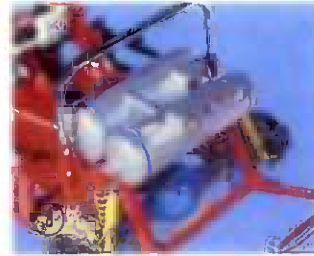
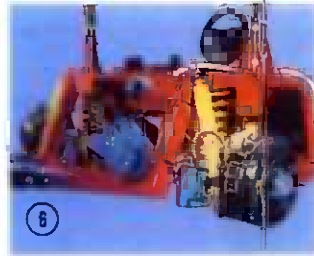
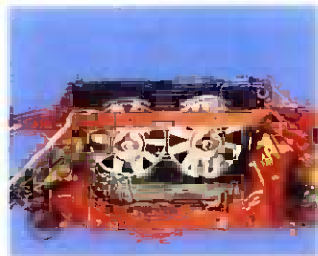
14. Brake System

Four wheel disc brakes, with internally ventilated 11" rotors, 4 piston racing

calipers and high performance pads are standard. The dual master cylinder pedal assembly permits the driver to call upon the full potential of this system. The racing brake system shown is optional.

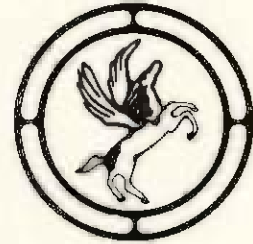
15. Electrical System

Designed for a long and trouble free life, the harness incorporates double wrapped heavy gauge wire and heavy duty self-locking connectors. A single panel holds all of the major components,



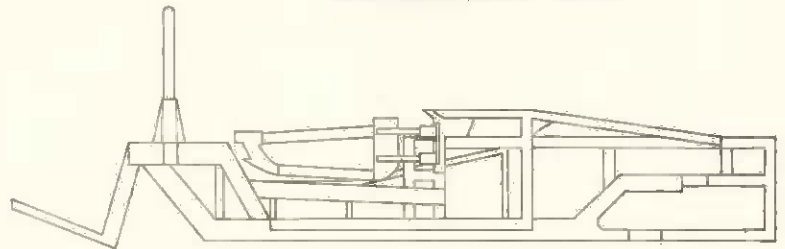
IF THE COBRA WERE BORN AGAIN, HERE'S WHAT IT WOULD BE . . .

STALLION 429

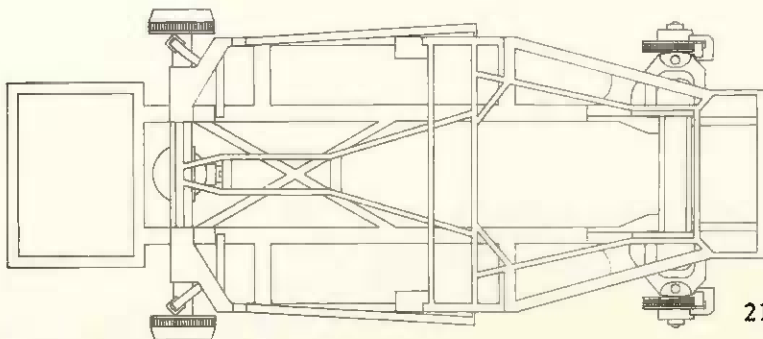


As exciting as the AC Cobra that inspired it — beautiful, dynamic performance with a tubular space frame that surrounds you with a circle of steel. The STALLION 429 is both longer and wider, creating a passenger compartment that is the last word in comfort. The STALLION 429 was designed with all the refinement that 16 years of automotive development has added.

CHASSIS SIDE VIEW



CHASSIS TOP VIEW



For more information
contact the distributors: -

Jim Rickman Motors

• SALES & COMPLETE SERVICE •

2124 E. COLORADO BLVD. • PASADENA, CALIFORNIA 91107

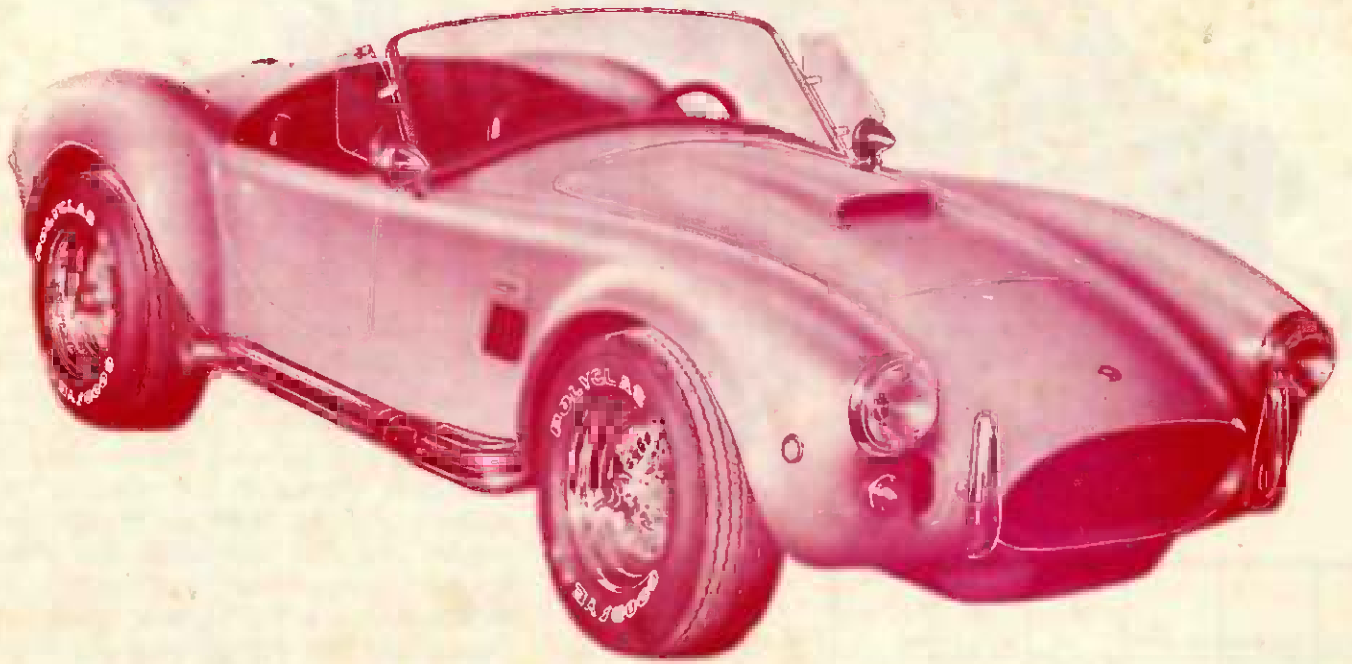
(213) 795-2551

WEST COAST COBRA

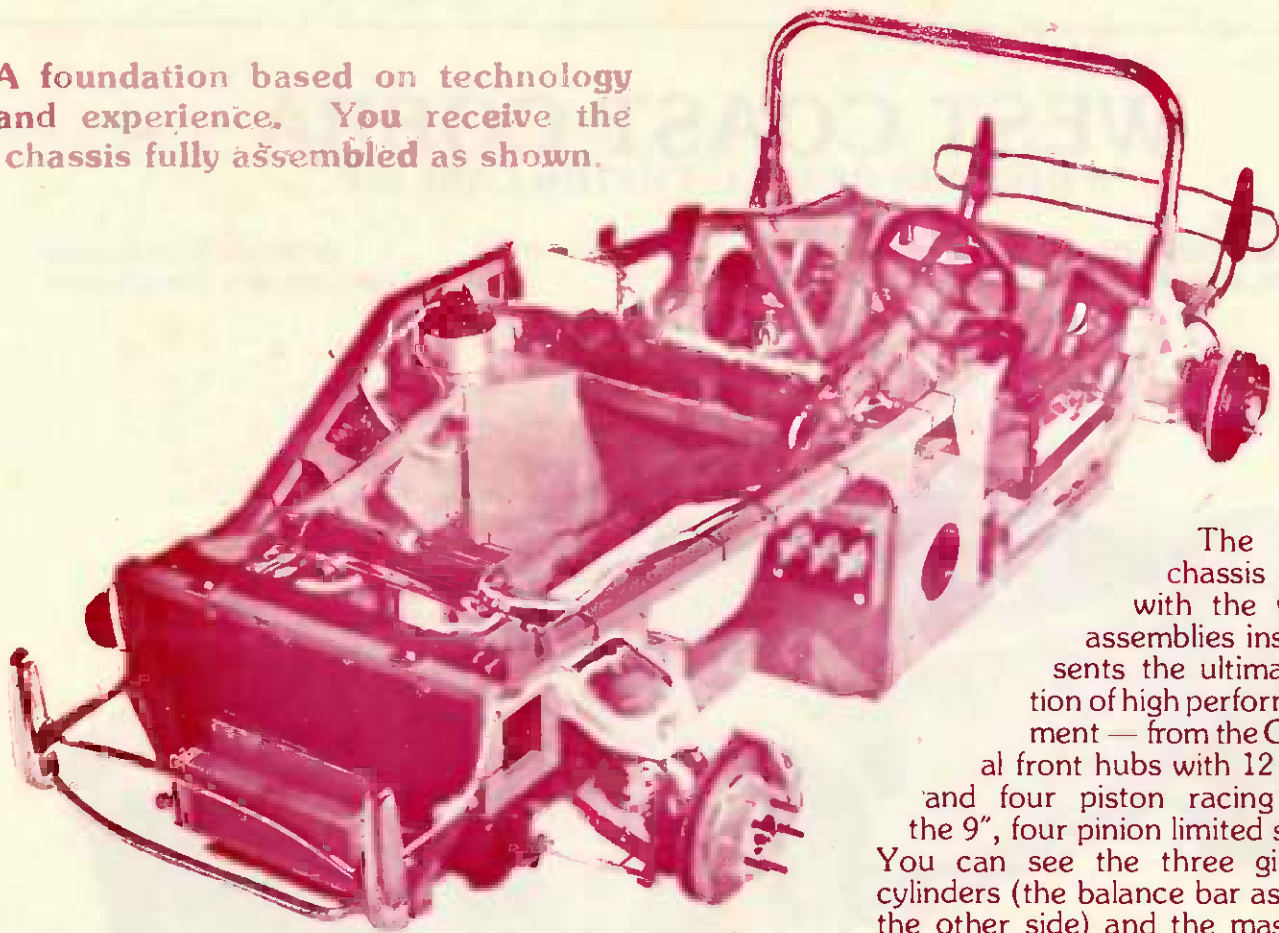
A DIVISION OF V.R.L. CUSTOM CARS INC.

HEAD OFFICE
1142 CRAWFORD AVE.
WINDSOR, ONTARIO, CANADA N9A 5C9

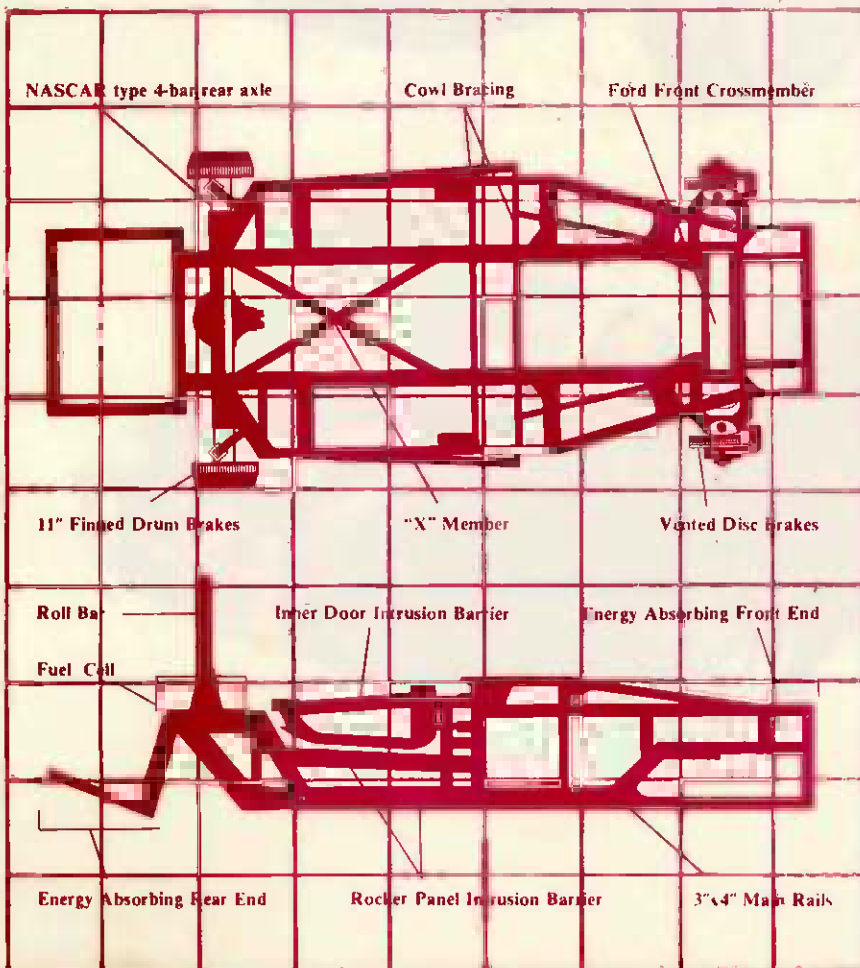
DETROIT 313-965-4120
WINDSOR, CANADA 519-258-1096



A foundation based on technology and experience. You receive the chassis fully assembled as shown.



The road racing chassis shown here with the various sub-assemblies installed represents the ultimate combination of high performance equipment — from the Grand National front hubs with 12 3/16" rotors and four piston racing calipers to the 9", four pinion limited slip rear end. You can see the three girling master cylinders (the balance bar assembly is on the other side) and the massive cooling system up front. Note the competition oil cooler and the automatic transmission cooler cores. Most of the other items pictured here are easily identified, but it is the chassis that demands special attention. It is easy to see that this chassis has more in common with competition machinery than any street car around. The biggest difference between this and the standard chassis shown in the drawings is the absence of the foam and steel backbone in the standard chassis.



SPECIFICATIONS

Body: Reinforced isothallic polyester resin

Chassis: Standard: Parallel main rails, heavily cross braced with tubular steel superstructure

Road Racing Chassis: Tubular steel space frame, foam and steel backbone

Front Suspension: Independent, with upper A arms, coil springs, tubular shocks

Rear Suspension: NASCAR 4-bar triangulated trailing arms, coil springs, tubular shocks or Jaguar independent

Wheelbase: 96 inches

Track: Front/Rear: 59/65 inches

Length: 156 inches

Ride height: 5.5 inches

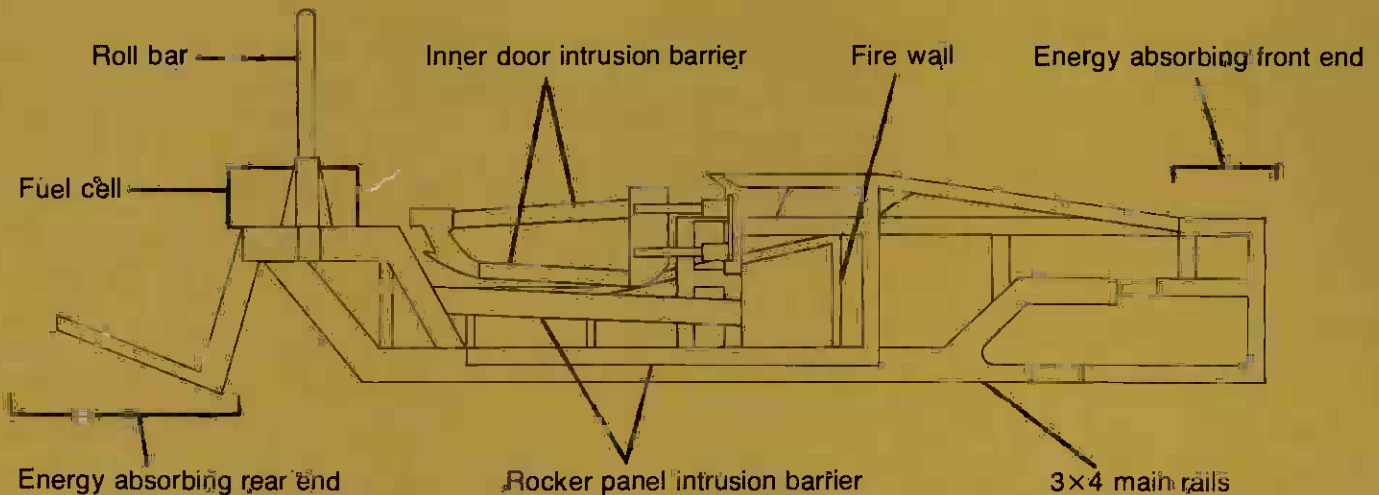
Weight: 2250 lbs. (with mid sized V8)

STALLION FRAME SPECIFICATIONS

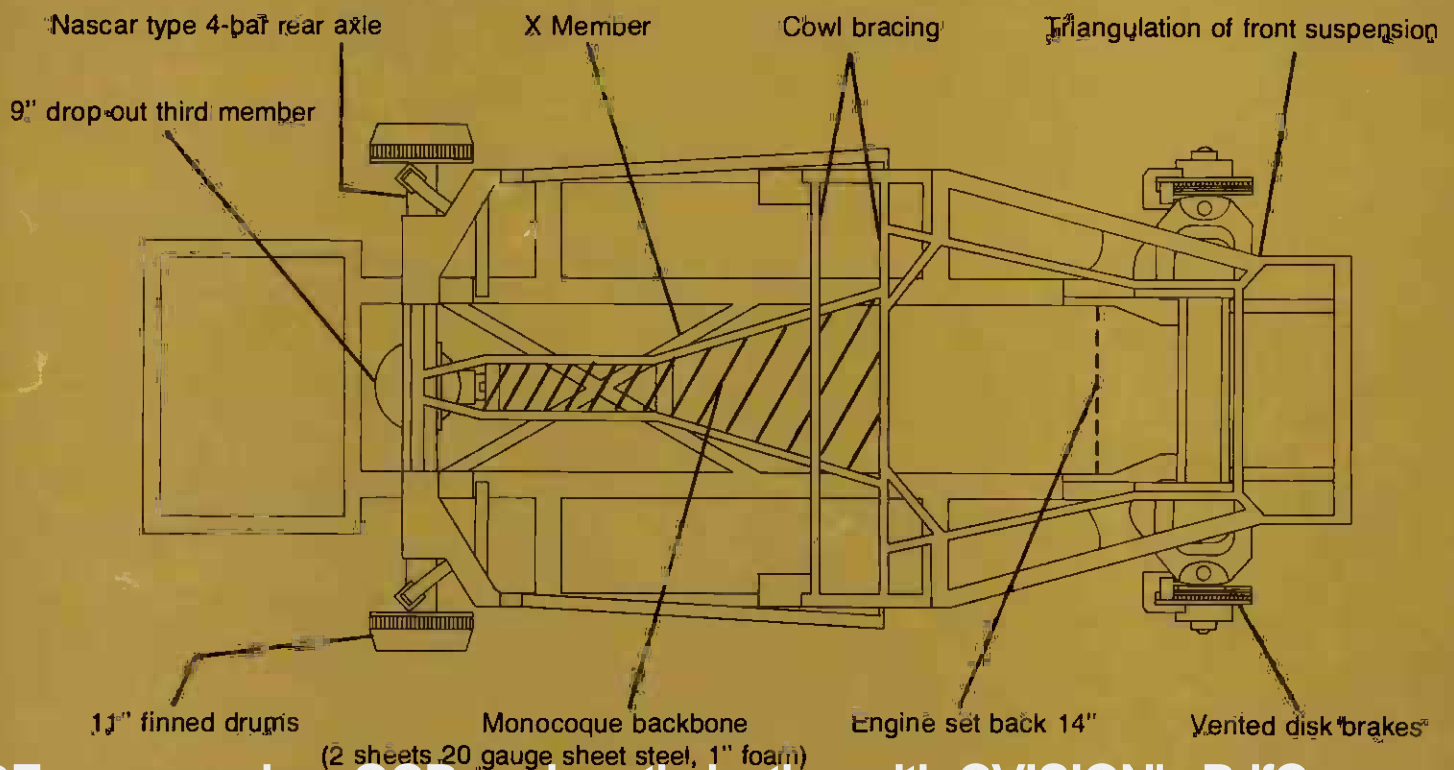
The Stallion chassis is a tubular steel space frame of parallel ladder design. The 3"×4"×.125" wall rectangular tube main frame supports a full monocoque backbone with the firewall and drive line tunnel built of two sheets of 20 gauge steel spot welded to the tube steel backbone. Sound deadening and heat protection is provided by slabs of polyurethane foam set between the 20 gauge steel plates. This, and the steel liner in the doors, encases the cockpit in a veritable cocoon of steel.

The angles on the frame are designed so that the front and rear frame tubes will break away and collapse sequentially on impact. The engine sits 14" back of the front axle, allowing the whole front end of the frame and the tires to absorb crash impact before the engine is reached. The design has been carefully calculated so that the car can absorb a tremendous impact without serious injury to the driver.

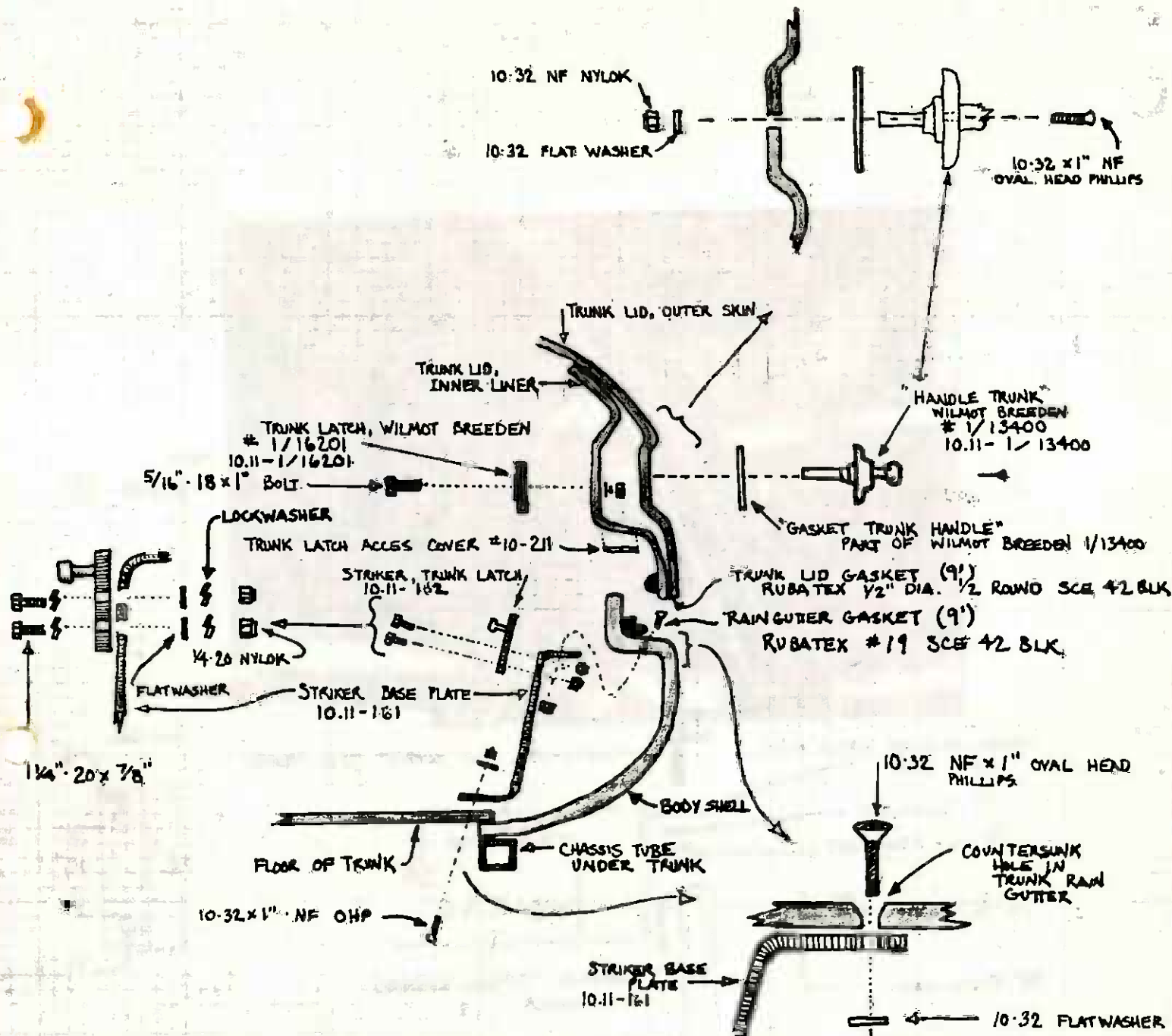
CHASSIS SIDE VIEW



CHASSIS TOP VIEW

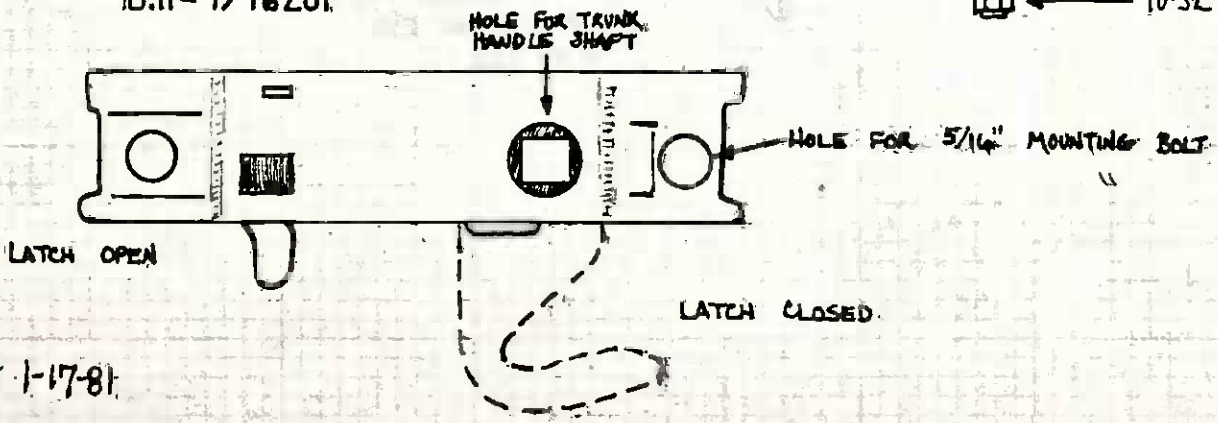


TRUNK LATCH ASSEMBLY



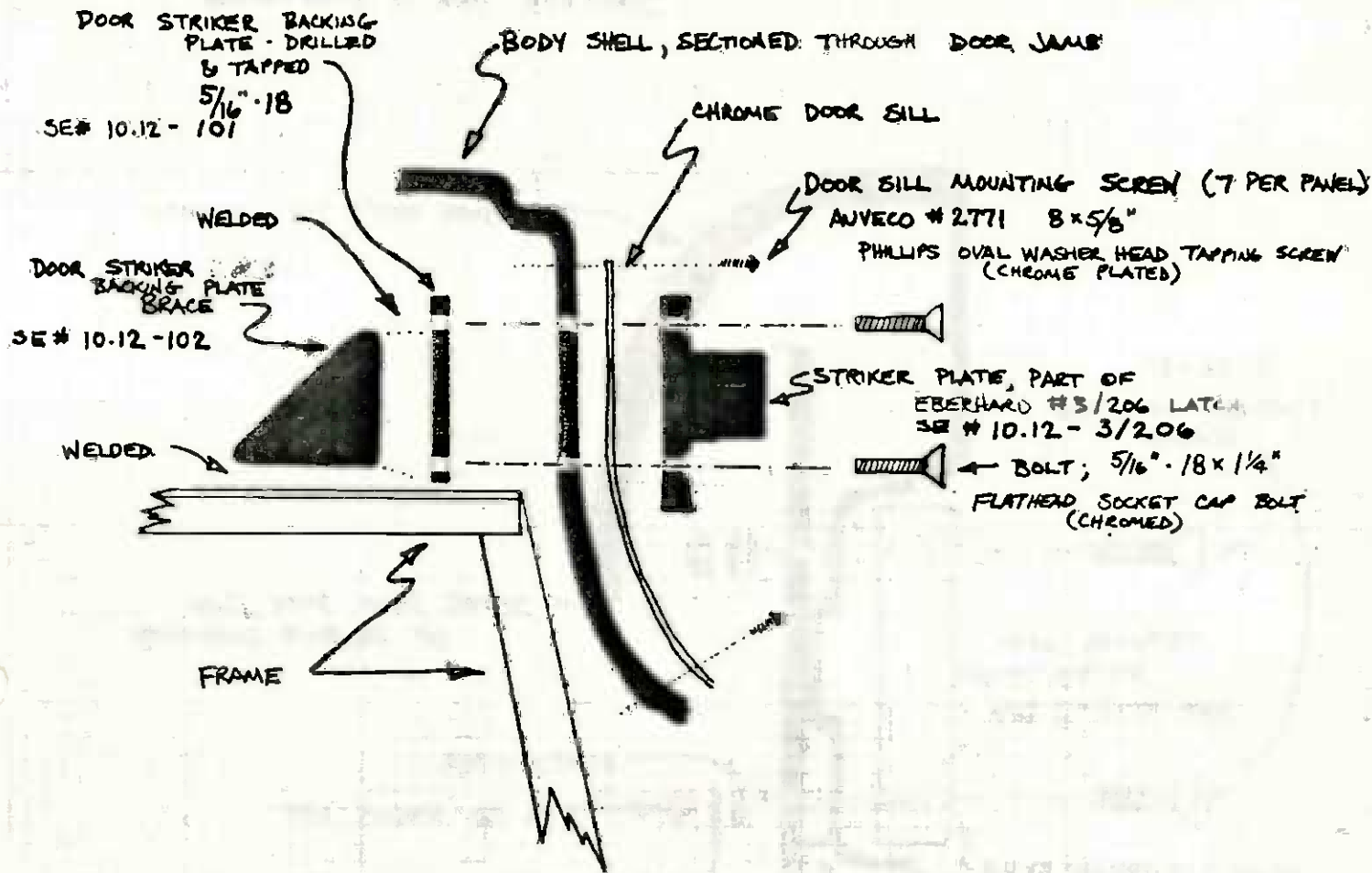
- ← 10-32 FLATWASHER
- ← 10-32 LOCKWASHER
- ← 10-32 NYLOK NUT

TRUNK LATCH DETAILS
10-11-1/16201



M. Grant 1-17-81

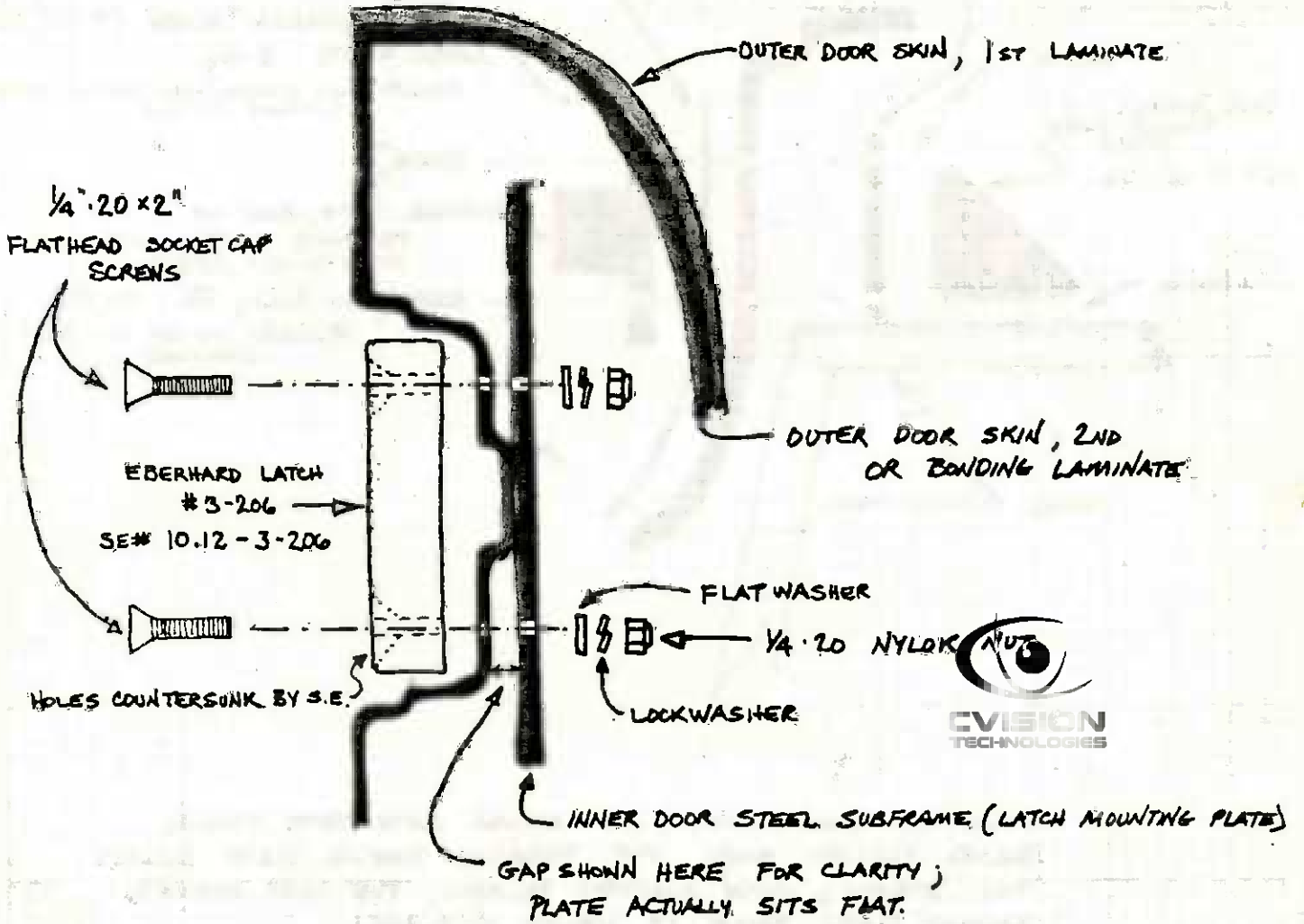
DOOR STRIKER PLATE INSTALLATION



DOOR IS HUNG, FITTED, AND LATCHED WITH DOOR STRIKER BOLTED THROUGH BODY. THE THREADED BACKING PLATE SECURES THE STRIKER; WHEN ADJUSTED PROPERLY, THE DOOR STRIKER BACKING PLATE BRACE IS WELDED IN PLACE.

DOOR LATCH INSTALLATION

RIGHT SIDE DOOR IN CROSS SECTION



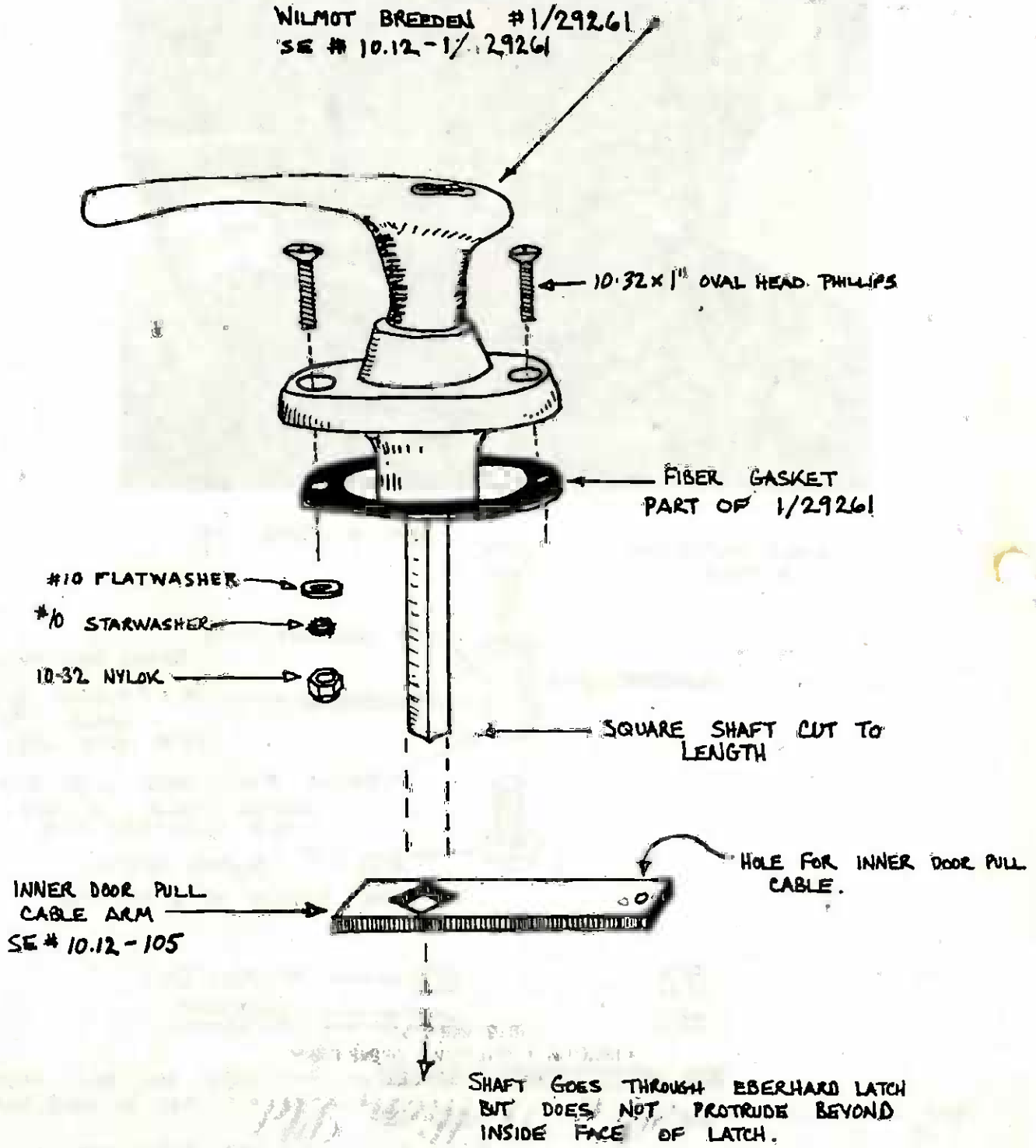
— FOUR BOLTS SECURE LATCH TO DOOR

M. Grant 1-12-81

10.12-6

OUTSIDE DOOR HANDLE

WILMOT BREEDEN #1/29261
SE # 10.12-1/29261



A. Grant 1-16-81

END VIEW
Hood - 427 OR TURBO

PARTIAL SIDE VIEW

INNER LINER

STUDS WELDED IN PLACE

HOOD SUPPORT STUD PLATE
10.13-140

LAMINATED IN PLACE IN
THE INNER HOOD LINER.

PIVOT PIN

*

1/4" FLATWASHER

1/4"-20 NYLOK

LOCKING MECHANISM

SELF

ATWOOD
LOCKING HOOD SUPPORT
10.13-80620

1/4" x 3" NC BOLT

← DRIVER'S SIDE

BODY SHELL

PIVOT PIN

* CHANGED 5.26.81 TO:
SAME AS TRUNK SUPPORT

CHASSIS TUBE

TRUNK SUPPORT UPPER
PIVOT
10.11-171

3/8" NC NYLOK

3/8" FW

3/8" x 3/4" NC

3/8" FW

ORIGINAL TEFLON WASHER

1/4" FLATWASHER

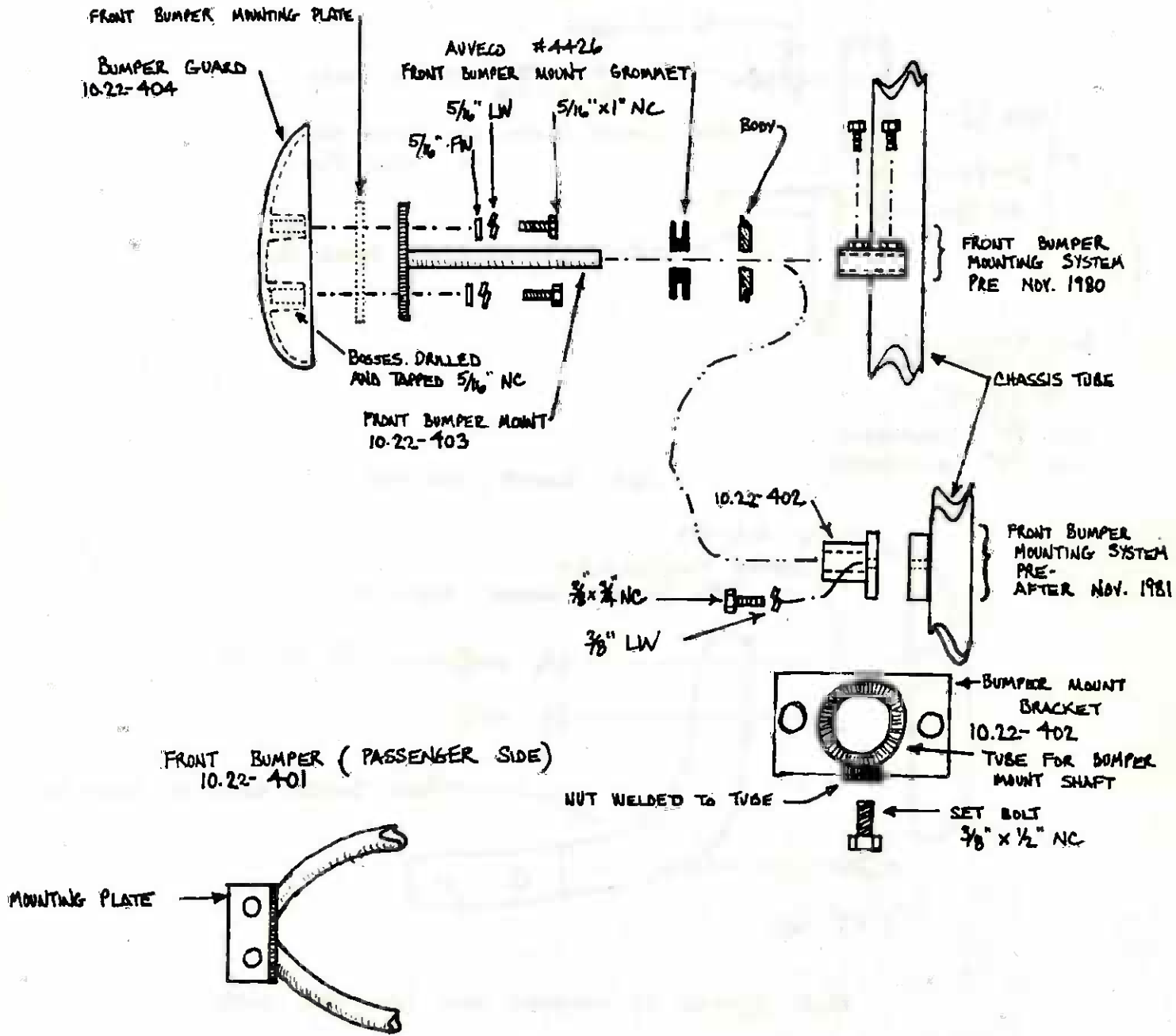
1/4" LOCKWASHER

1/4" NC NYLOK NUT

M. Grant 1-17-81

10.13-8

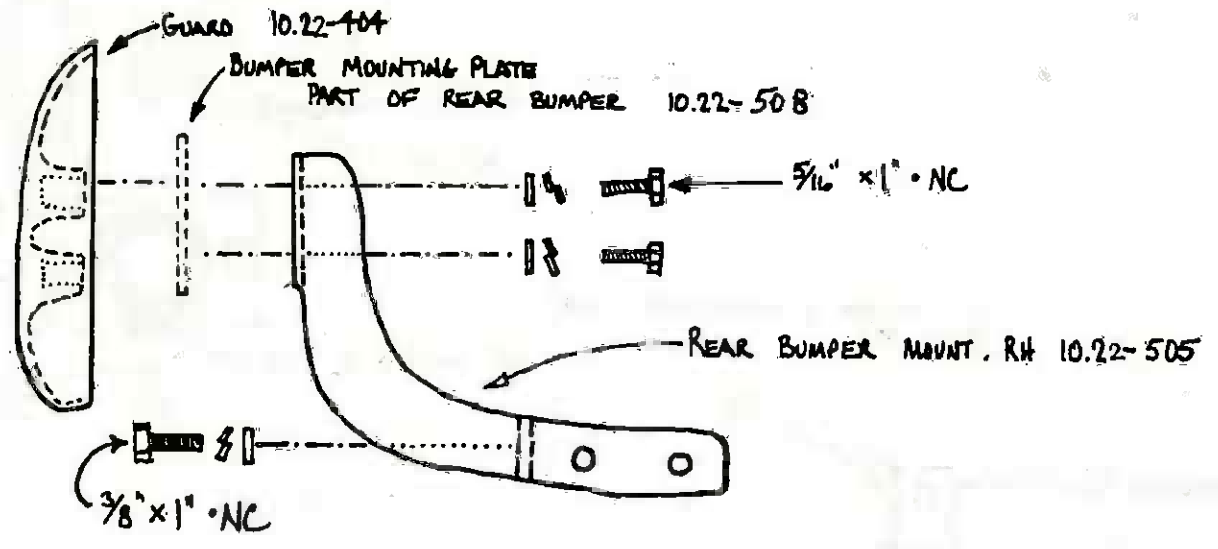
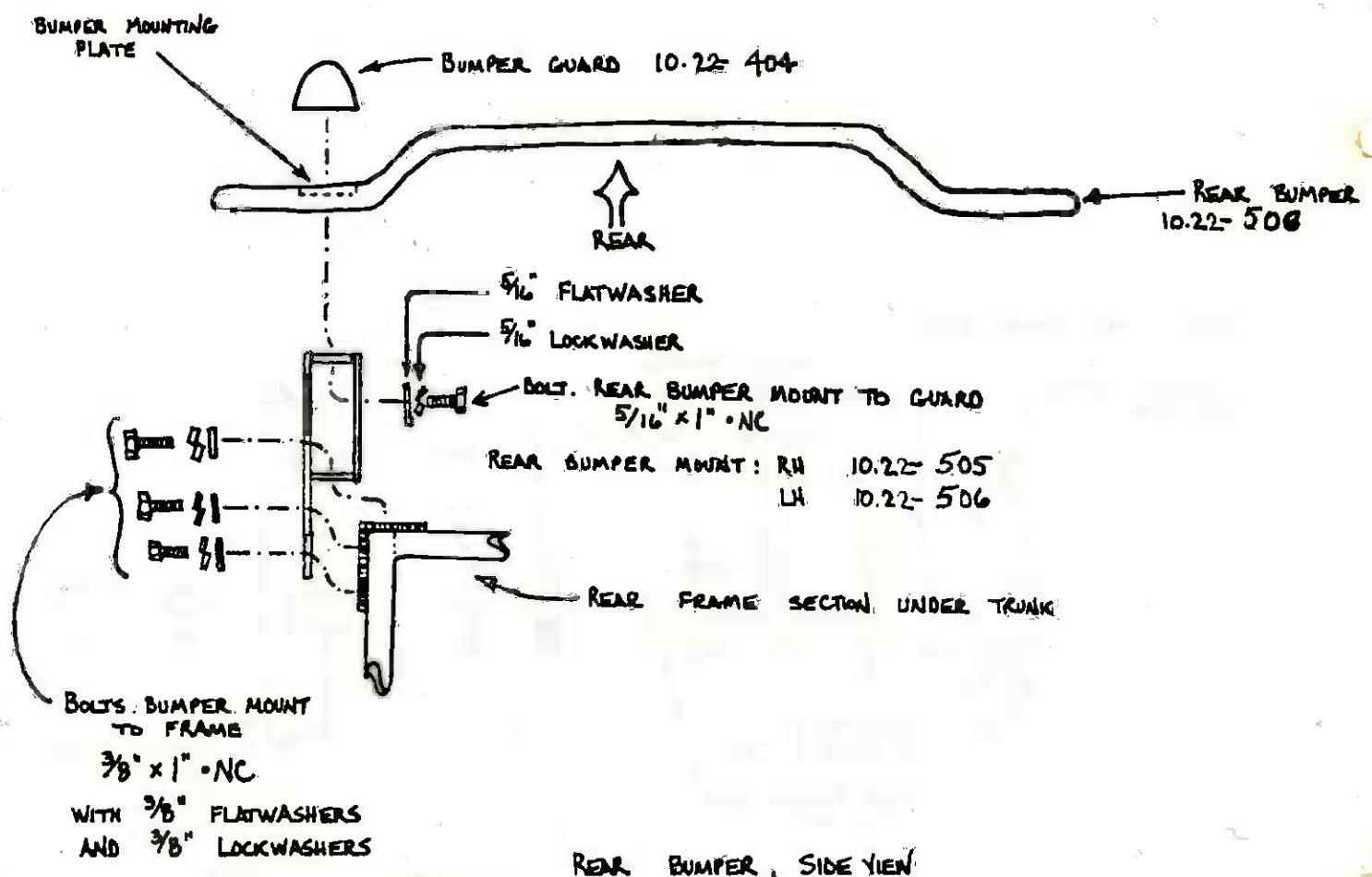
FRONT BUMPER



M. Grant 1-20-81

REVISED 6-18-81

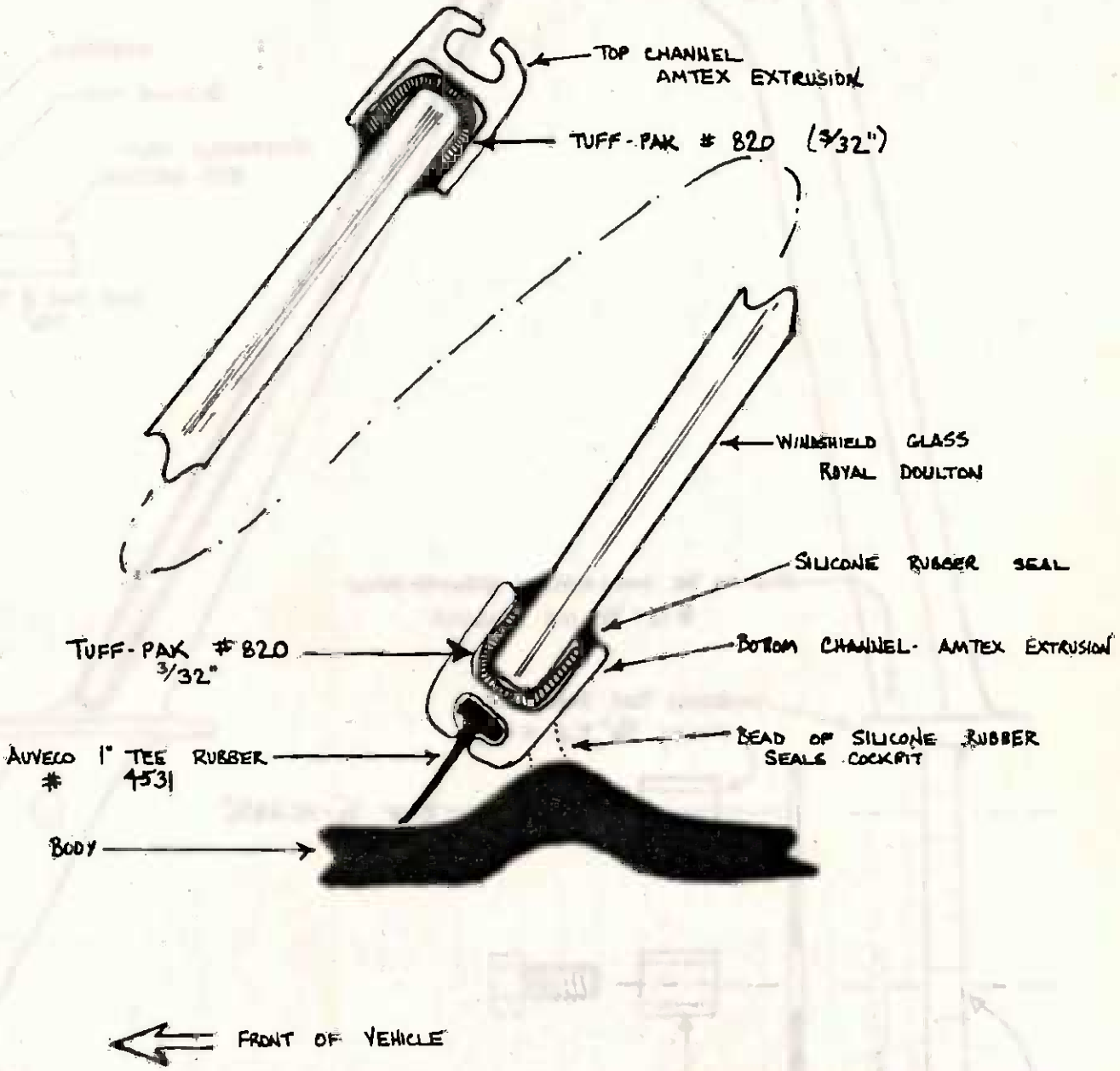
REAR BUMPER ASSEMBLY
(10.22-500)



REAR BUMPER IS CENTERED WITH REAR TAIL LIGHTS.

M. Grant 1-19-81 REVISED 6-18-81

10.22-2



M. Grant 1-20-81

10.30-2