

KIT CAR BUILDER

KIT CAR BUILDER "IT'S PERFECT!"



Lots of Non-Cobra Stuff Too!

--Bob Bondurant

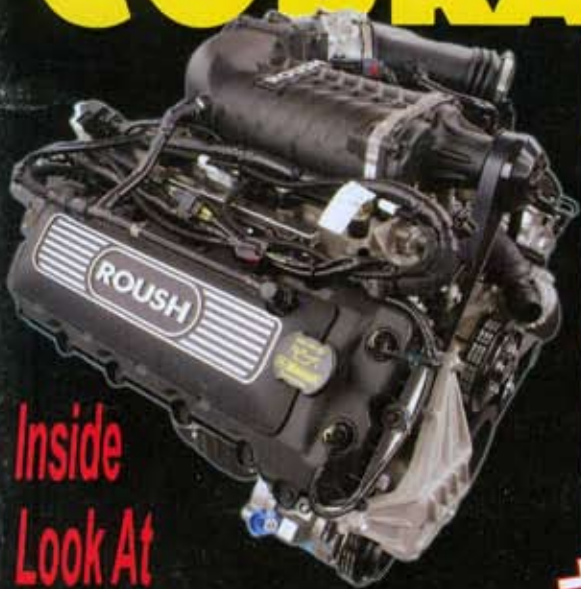
Celebrating 50 Years of the Snake



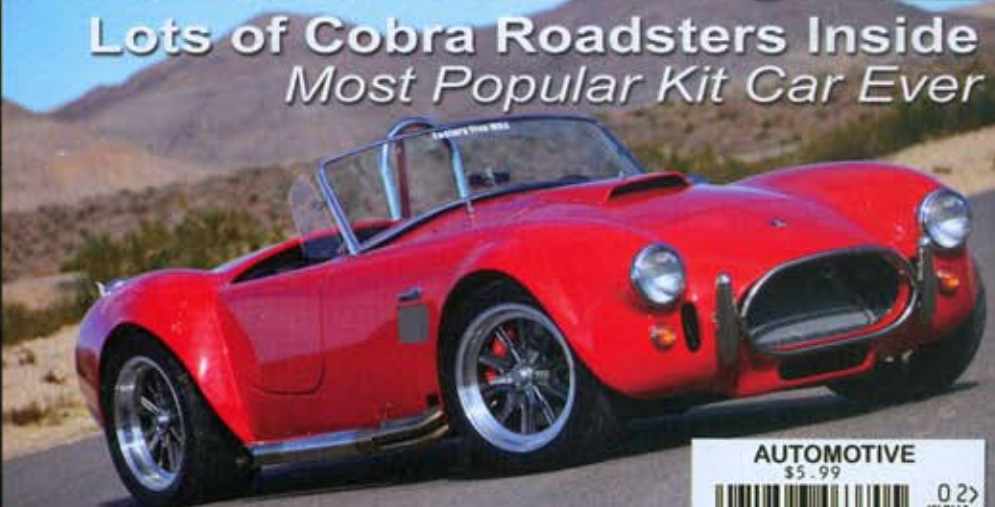
SPECIAL SECTION

COBRA GUIDE 2012

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COVER ME

Making Your Cobra Cooler and Quieter With Modern Insulation

PHOTOS BY AUSTIN PRICE



To see what's involved in reducing sound and heat in a Cobra, we sought out expert assistance from Quiet Ride Solutions' Tim Cox, who was making patterns on Factory Five Racing's new Mk4 roadster. This model differs slightly from the FFR's earlier models for which he already has pre-cut kits.

by Steve Temple

As Cobra fans, we're proud of that bass-note burble from a high-performance V-8. Truth is, however, as much as we enjoy authoritative pipe music, after awhile it can get tiresome. Personal discomfort aside, high levels of noise and heat can also interfere with your reaction time and driving ability.

To address this problem, we've found that Quiet Ride Solutions really lives up to its name with a dual insulation product that we've installed on other vehicles as well. Note that the techniques shown here can apply to just about any type of project, Cobra replicas or otherwise.

It's fairly easy to put in the materials, usually in less than a day. No matter how good the insulation, however, it's really important to make sure the materials form a consistent barrier that's sealed with foil tape at the seams, and is glued down securely. Otherwise, even a small opening can make for a lot of noise and heat, which would defeat the whole purpose of adding insulation.

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To minimize vibration-borne noise, Cox starts by installing strips of Dynamat, a material composed of rubber and asphalt, which attenuates the drumming motion of your vehicle's sheetmetal panels.



Next goes on a layer of Acoustishield, dense cloth-fiber padding bonded to a reinforced layer of aluminum foil. The top layer of foil not only serves as a skin to protect the padding, but also creates an air pocket, similar to a double-pane thermal window. It's partly that layer of air that provides the insulation (sound travels more easily through solids, and this air space also minimizes heat transfer). The foil also helps to reflect back heat emanating from the engine and exhaust system. This material acts a fire retardant, and reflects back 97 percent of infrared energy. Quiet Ride claims, resulting in a temperature drop of as much as 30 degrees.



The FFR roadster kit includes a lot of separate aluminum inner panels, which can be measured or traced individually for the overall size of the pieces needed.



Use a Sharpie pen to outline the areas to be cut. Electric scissors make the job go much faster.



Note that foil tape should be used to seal the seams.



Note that sound can emanate from at least two different sources: via a solid material (the frame and body panels) and through the air (such as from the exhaust pipe, and somewhat surprisingly, the air intake as well). So we won't be stealing any thunder from the side pipes, just toning down the cockpit vibrations, such as in the footwells and under the seats.



Be thorough, and cover as much of the interior area of the cockpit, firewall and trunk as possible.