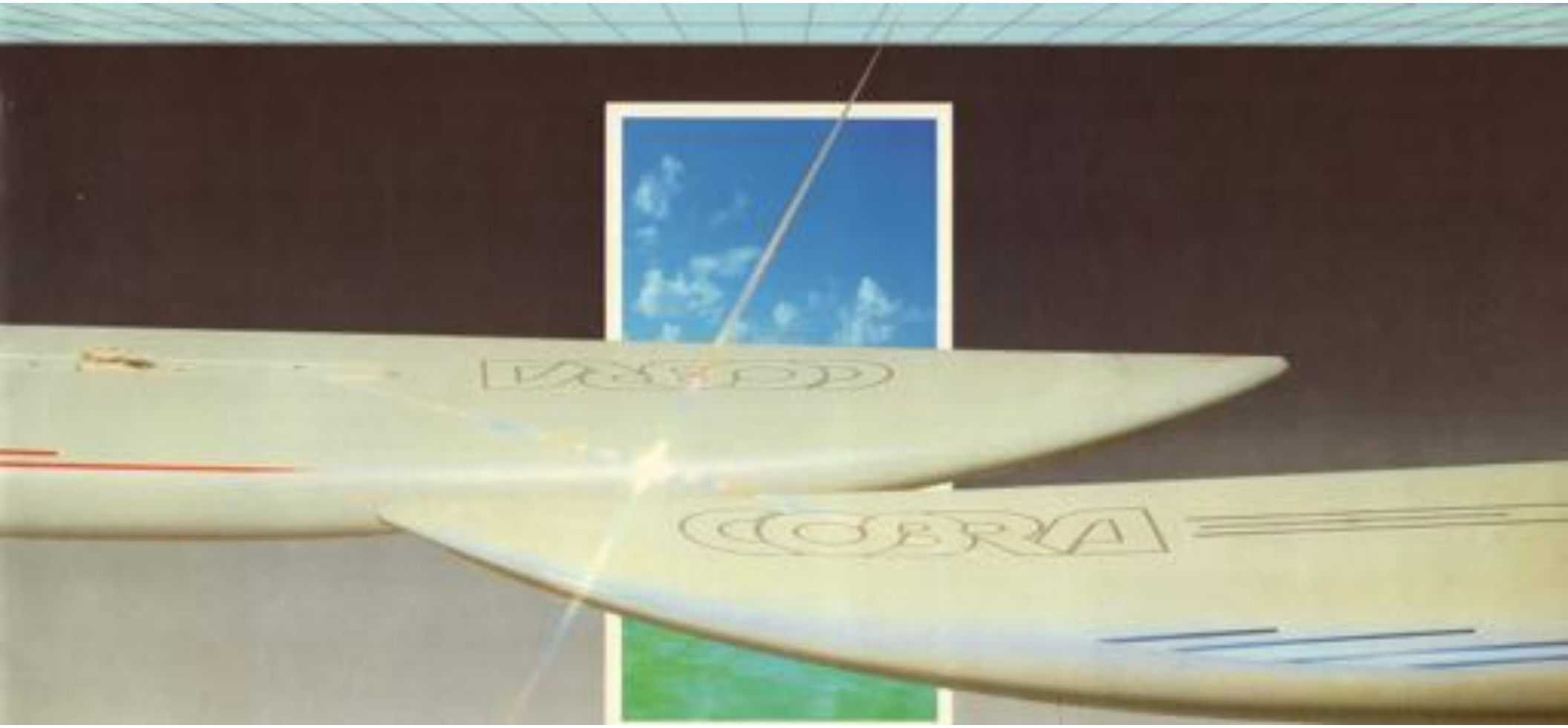

VOLVO
CORRA

Cobras 1985 – Arguments and Facts

According to most manufacturers statements, they offer only the best in their range of products. Newly developed materials with fantasy names are claimed to be lighter, stiffer, nicer and and and... The shapes are more genial than ever – and the price was never lower.
Cobra does not intend to join the bandwagon and throw in more sensationalist numbers and figures into this superlative circus ring. Instead of flowering word creations we therefore wish to present facts about the 1985 Cobras.

Klaus Simmer is the designer of all the new Cobras. He did not create a reputation for himself by shaping several thousand boards. Instead his designs have been trendsetting for the entire world of boardsailing, for example with the King Cobra. Furthermore Klaus Simmer belongs to the handfull of world class competitors consistently finishing at the top, be it in the waves, or on a slalom or race course.

Klaus Simmer

The optics of the new Cobras are eye catching not only because of these designs. Cobras have exclusively the Hi-Tec-Pearl Design, an ultra hard four coat lacquer, as may be found otherwise only on better sports cars for a substantial mark up.
Pretty is nice – function is better. Tests at the Technical University at Munich, West Germany, have shown this type of surface to have superior waterflow characteristics compared to those of vacuum-, blow-, or roto-molded boards.

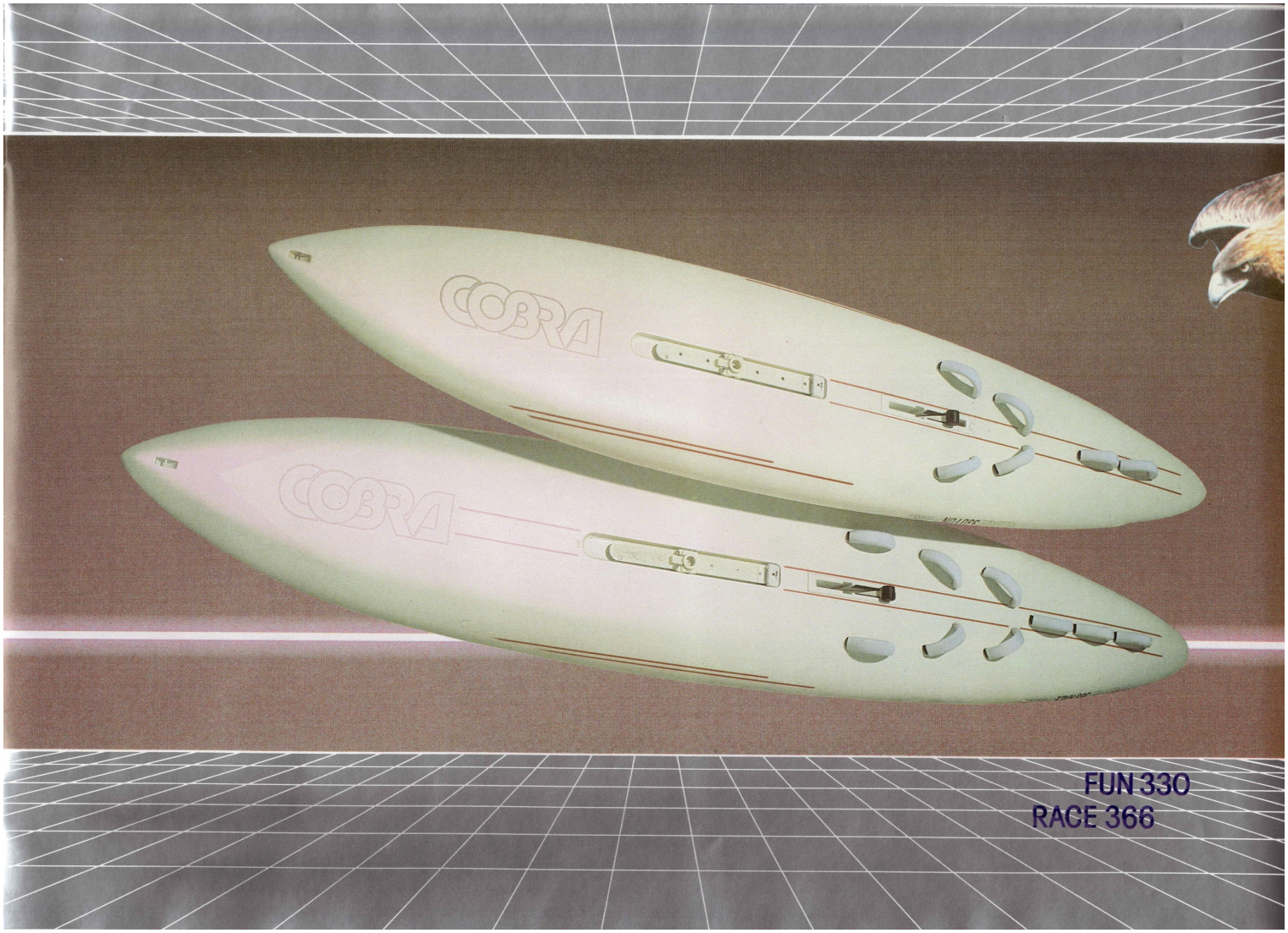
The technology of the new Cobras is unique – this is obvious at first sight; Cobras have no mold edges. To the contrary, where standard boards have susceptible seams, Cobra hulls are even stronger due to an extra layer of laminate.

The weight of the 1985 Cobra board generation will be envied by many. On the basis of proven aircraft technology, it is possible to manufacture the 1985 Cobras with a weight coefficient of well over 10.

What does this mean?
To a boardsailor the weight of his board alone is not critical, what good is an 8 kg. board that only has a volume of 70 liters? The ratio of volume to weight of a particular board is more revealing. 150 ltr. volume at 16 kg. for example result in a coefficient of approximately 9.3 (150/16). The greater this ratio, the lighter a board is at a certain volume. Cobras have weight-volume ratios between 12 and 14, many of the boards on the market come in at well below 10.

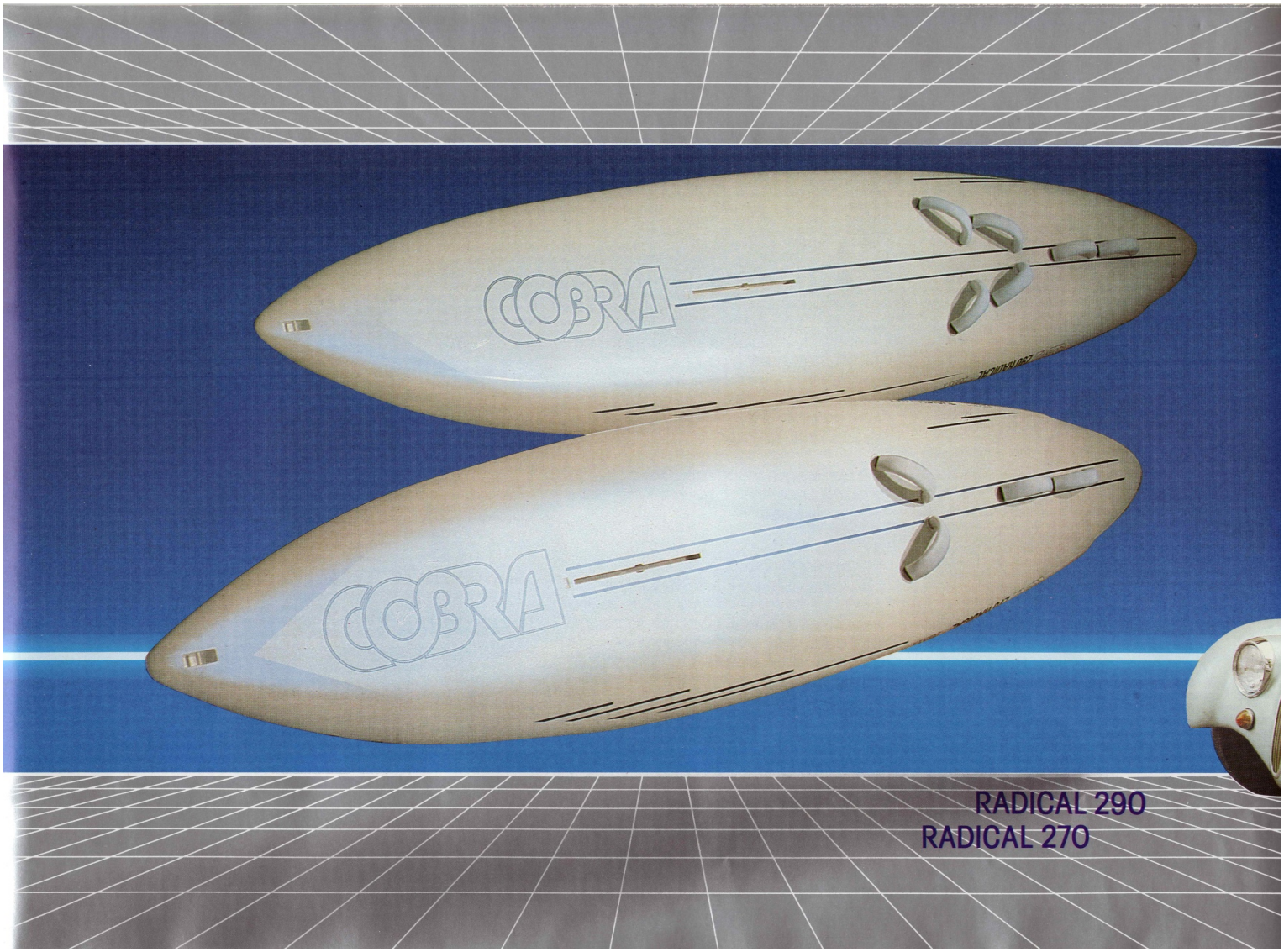
A key to proper board selection is the amount of surplus flotation a given board may have. The lighter a board is, the greater this added flotation is. Since all Cobra boards are light, every Cobra sailor enjoys the benefit of better flotation.

The stiffness of Cobras cannot be even nearly matched by other manufacturers. In spite of the remarkably low weight, Cobras because of their sandwich construction are 30 times as stiff as a polyethylene board,



FUN 330
RACE 366

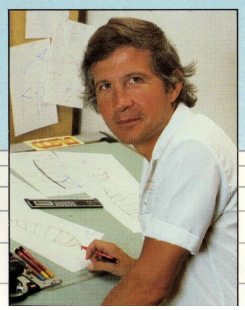
GUN 320
GUN 290



RADICAL 290
RADICAL 270

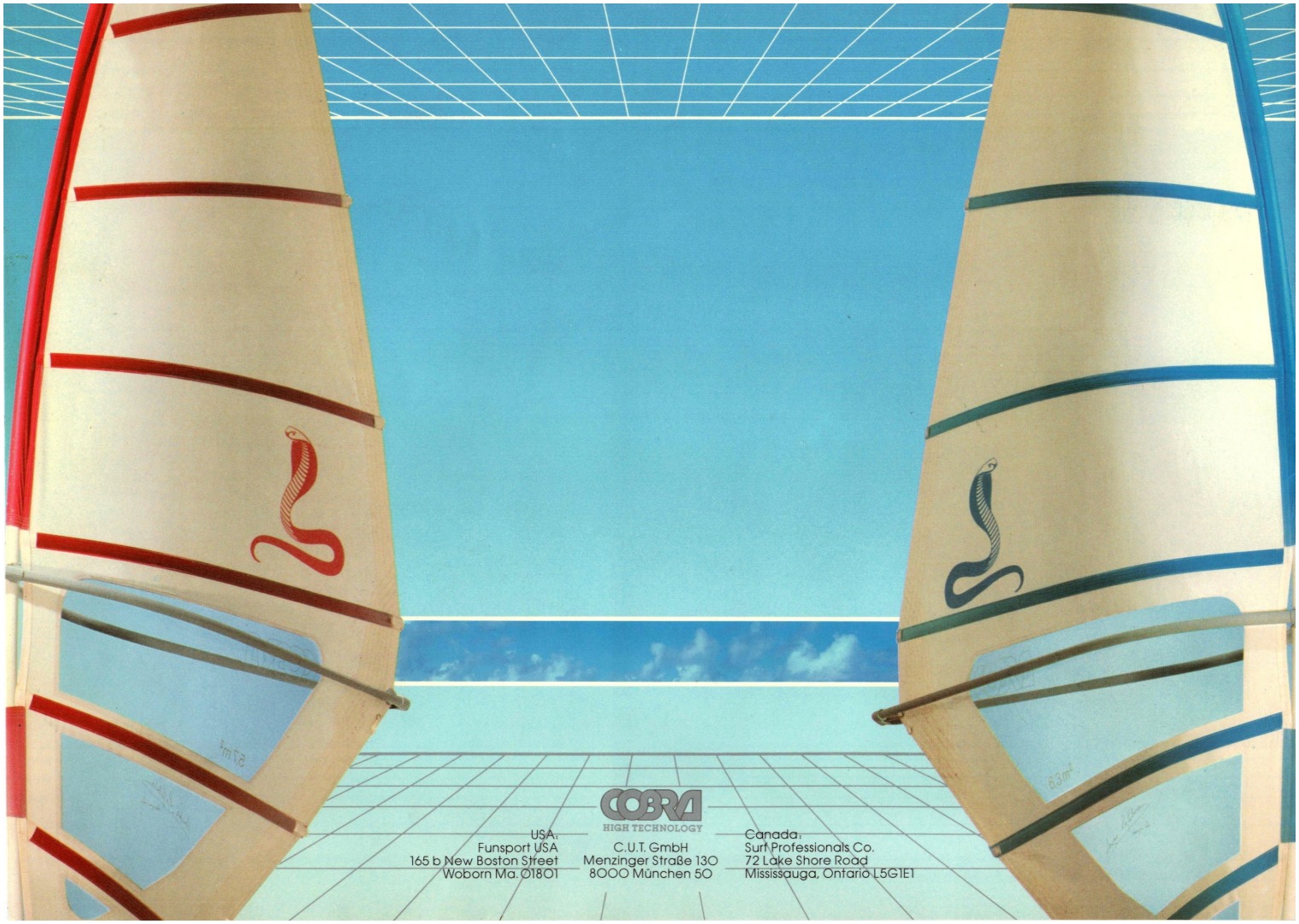
innovation is the Cobra "leeward block". In strong winds the battens are pushed back and away from the mast. This causes a dent in the profile behing the mast, and forward drive is reduced. The Cobra "Leeward Block" eliminates just that.

Perfect assembly and precise handling finally, are hard to imagine without the Cobra "Vario Power Trim" universal base and adaptor. The heighth adjustment can be operated onehandedly with little exertion. Its one to eight internal pulley system not only makes for easy rigging for women, but also makes it possible to sensibly retrim the sail on the water. The well thought out construction of the "Power Trim" also becomes apparent during speed sailing, the small distance between foot of sail and deck (less than 10 cm) closes the "gap" and thus eliminates tip vortex and pressure equalisation between the two sides of the foil. This increases forward drive and thus generates greater speed.



André Lefebvre

COBRA
HIGH TECHNOLOGY



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