

ATTENTION COBRA OWNERS.

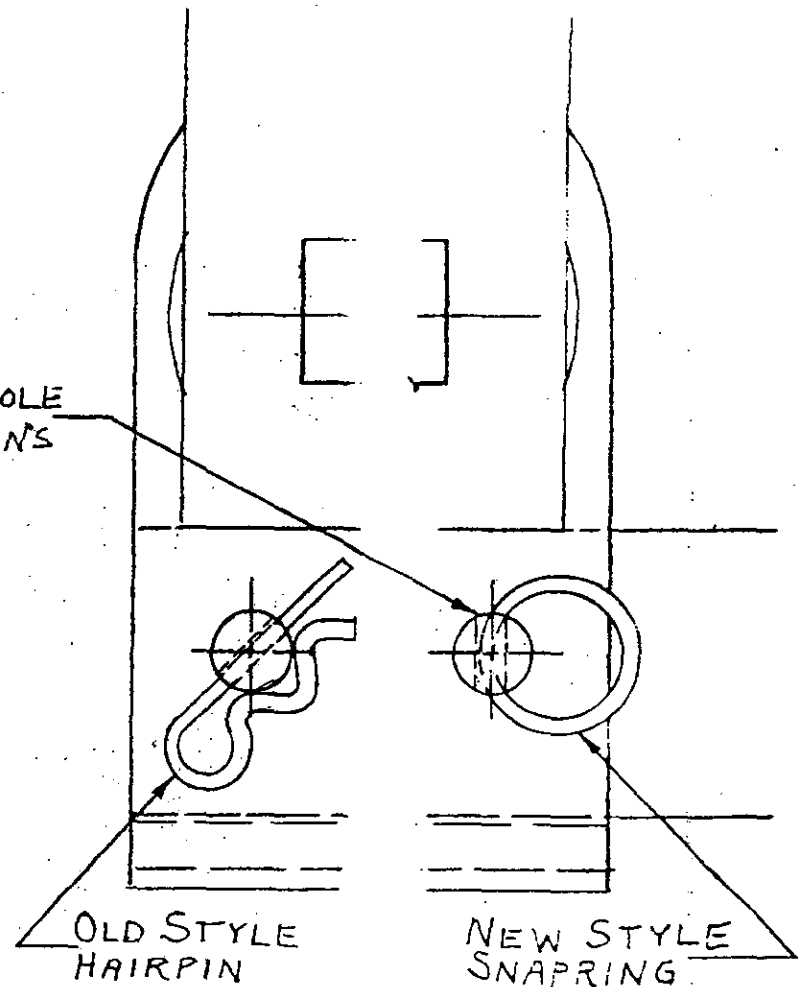
SUBJECT: COBRA SEAT PINS

A CONDITION EXISTS WHERE IT IS POSSIBLE FOR A RIDE PASSENGER TO REMOVE THE HAIRPIN LOCKS IN THE SEAT PINS. THIS COULD CAUSE THE SEAT PINS TO COME OUT AND THE SEAT TO COME OFF.

TO PREVENT THIS WE RECOMMEND DRILLING A $\frac{5}{16}$ " HOLE IN THE SEAT PIN IN PLACE OF THE $\frac{3}{16}$ " HOLE AND USING A SNAPRING AS SHOWN ON THE RIGHT HAND SIDE OF THE ILLUSTRATION.

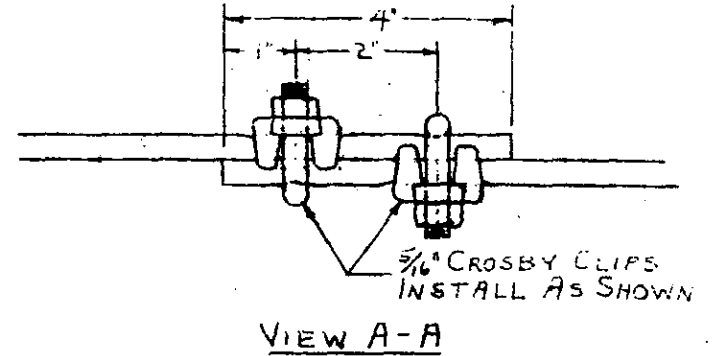
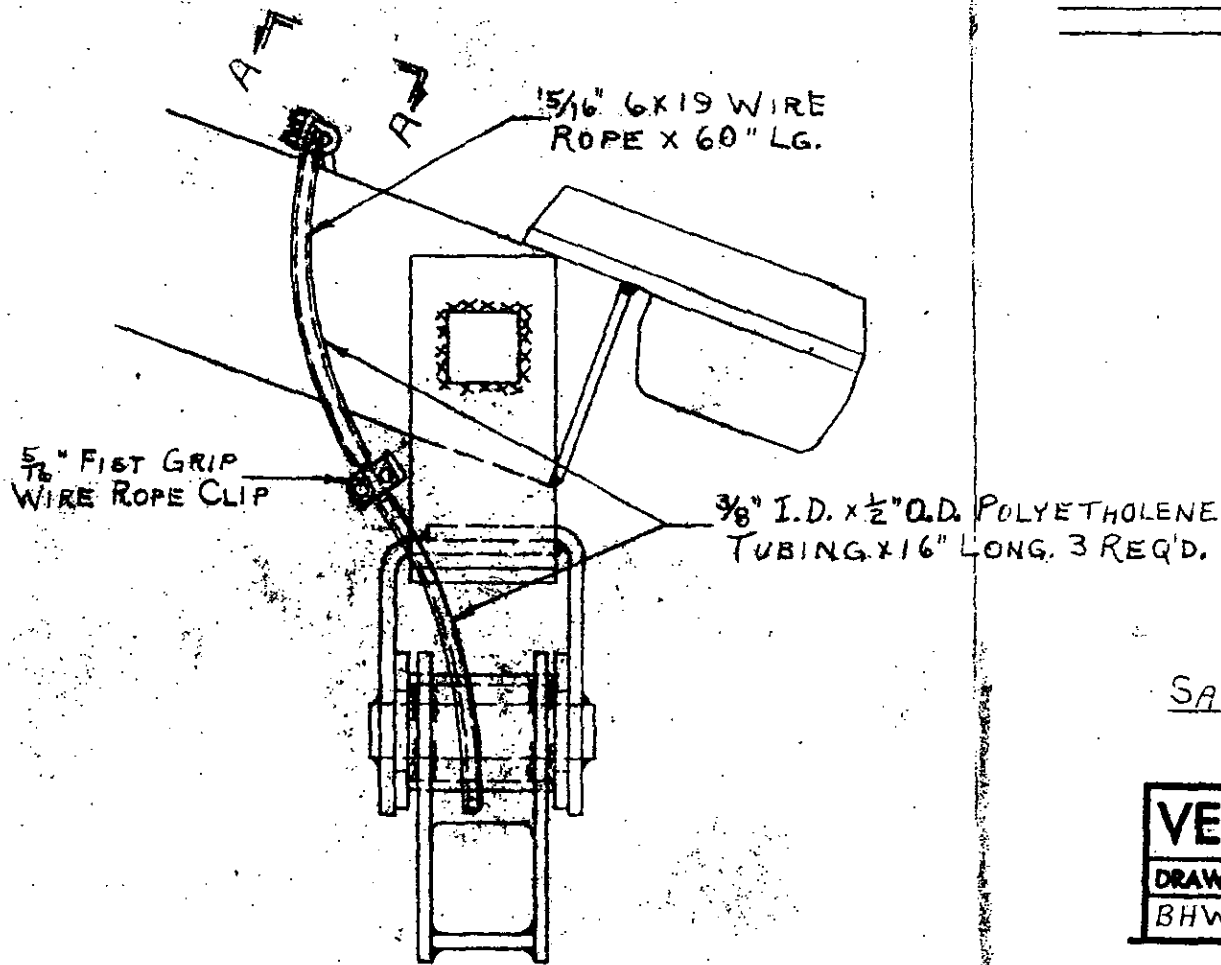
A $\frac{5}{16}$ " DRILL BIT AND 24 SNAPRINGS ARE FURNISHED BY VENTURE RIDE MFG., NO CHARGE.

DRILL $\frac{5}{16}$ " HOLE
IN SEAT PINS



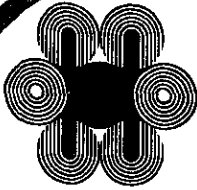
VENTURE RIDE MFG, GREER, S.C.

DRAWN | DATE | SCALE | REQ'D | PART NUMBER



SAFETY CABLE INSTALLATION
FOR COBRA SEATS

VENTURE RIDE MFG, GREER, S.C				
DRAWN	DATE	SCALE	REQ'D	PART NUMBER
BHW	6-18-76			VRM-4058



Venture
Ride Mfg., Inc.

JERRY L. BARBER, President
WAYNE P. COMSTOCK, Vice-Pres.

June 15, 1983

Dear COBRA Owners:

S A F E T Y B U L L E T I N

We have had a situation occur where a pin was left out of the COBRA trailer main outrigger during transit. The outrigger came open, hit a guard rail, and caused extensive damage to the trailer.

The accidental opening of one of the outriggers could result in serious injury to other persons.

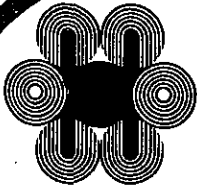
Please check carefully each time your ride is moved that both outriggers are properly secured. Additionally, we suggest that you add a secondary tie-down to the outrigger as a backup safety system.

Should you have any safety problem on the COBRA or on any other ride, please advise the manufacturer so that a solution can be found and other ride owners notified.

Sincerely,

Jerry L. Barber
President

JLB/md



Venture
Ride Mfg., Inc.

JERRY L. BARBER, President
WAYNE P. COMSTOCK, Vice-Pres.

April 2, 1984

Dear Cobra Owners:

Before your season starts, we suggest that you check out your Cobra thoroughly for safety.

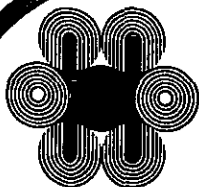
First, please refer to your Cobra Owner's Manual as it contains many required safety-maintenance recommendations.

Additionally, please thoroughly inspect your seat hangers. There are two urethane-filled pivot points called Niehart springs on each seat. If these are loose or the rubber is "worn out," they must be replaced before operation.

Also, inspect the safety steel cables that keep the seat on the ride in case of a total seat hanger failure.

We wish you a successful '84 season.

Jerry L. Barber
President



Venture
Ride Mfg., Inc.

JERRY L. BARBER, President
WAYNE P. COMSTOCK, Vice-Pres.

S A F E T Y B U L L E T I N

Dear COBRA Owner:

Before lowering the main arm of your COBRA, always check to make certain that the hydraulic cylinder is full of oil (not air) by checking for fluid coming out of the bleeder valve at the top of the cylinder while pressure is applied to the system. Also check that the restrictor valve at the base of the cylinder is in place and is in good condition.

Additionally, make certain that NO ONE ever stands under the COBRA when it is being lowered.

Should you attempt to lower the main arm with air in the cylinder, or if you break off a restrictor valve at the base of the cylinder, the main arm will drop, resulting in serious damage to the semi-trailer.

Sincerely,

Jerry L. Barber
President

6/28/84

JLB/md

April 1987

This manual is for the COBRA Amusement Ride manufactured by
Venture Ride Mfg., Inc.

Your Serial Number is _____

Your ride was manufactured _____

10 YEAR OVERHAUL

All rides manufactured by VENTURE RIDE MANUFACTURING, INC. are designed to operate for 16,000 hours* or 10 years; whichever comes first, with proper maintenance. After which the ride must have a complete overhaul** including non-destructive testing of all critical components. This service must be performed in a fully qualified factory, in our factory, or under our direct supervision. The cost of this complete overhaul varies with the condition and type of ride. Often it will be approximately 1/2 the cost of a new ride. Failure to perform this overhaul can produce unexpected catastrophic failures.

* Hours are measured as time ride is open to the public

** Includes updating of all safety equipment, additions of safety improvements, replacement of modified or damaged structure, replacement of damaged electrical wiring and electrical components, replacement of worn or damaged passenger restraints and the additional repair or replacement of any part for the purpose of safety.



ILLINOIS DEPARTMENT OF LABOR

Gwen R. Martin
Director

December 16, 1988

Wayne Comstock, President
Venture Ride Mfg. Inc.
1861 South Highway 14
Greer, SC 29650

Dear Wayne:

My heartiest congratulations to the new President of Venture Ride Mfg. Inc. I look forward to a continued good working relationship with Venture with you at the helm.

There is one item of unresolved business that you should have already been briefed on and one item of new business. The unresolved business is the identification of the critical components that require nondestructive testing per Ventures 10 year overhaul requirement. This NDT test is a mandatory requirement in Illinois. However, we need the information requested in my letter of June 29, 1987, in order to enforce it.

The one item of new business is the Cobra safety cable on your drawing VRM-4058. I believe that additional clips should be required on the cable termination shown in View A-A, see enclosed letter from the Crosby Group Inc. The cable is assumed to be a loop and the Fist Grip is to keep it from sliding off the end of the sweep, if an accident should occur. The question is how the cable is looped and the Fist Grip is installed. Is the cable looped and the Fist Grip attached to make it hour-glass shaped? Or, is the cable shaped like a figure 8 and the Fist Grip controls the size of the loops? I also think that drawing should have a note stating that the clips should not be installed over the polyethylene tubing.

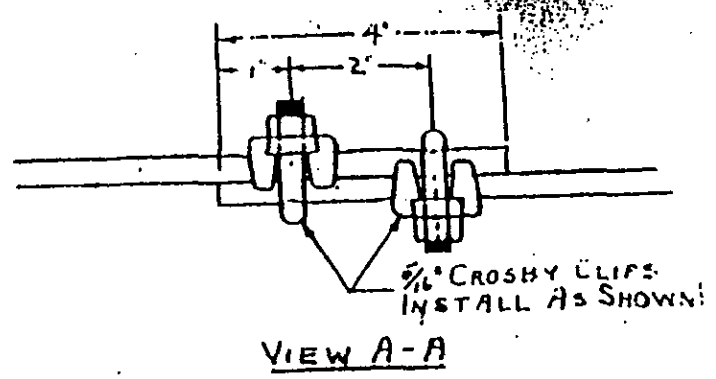
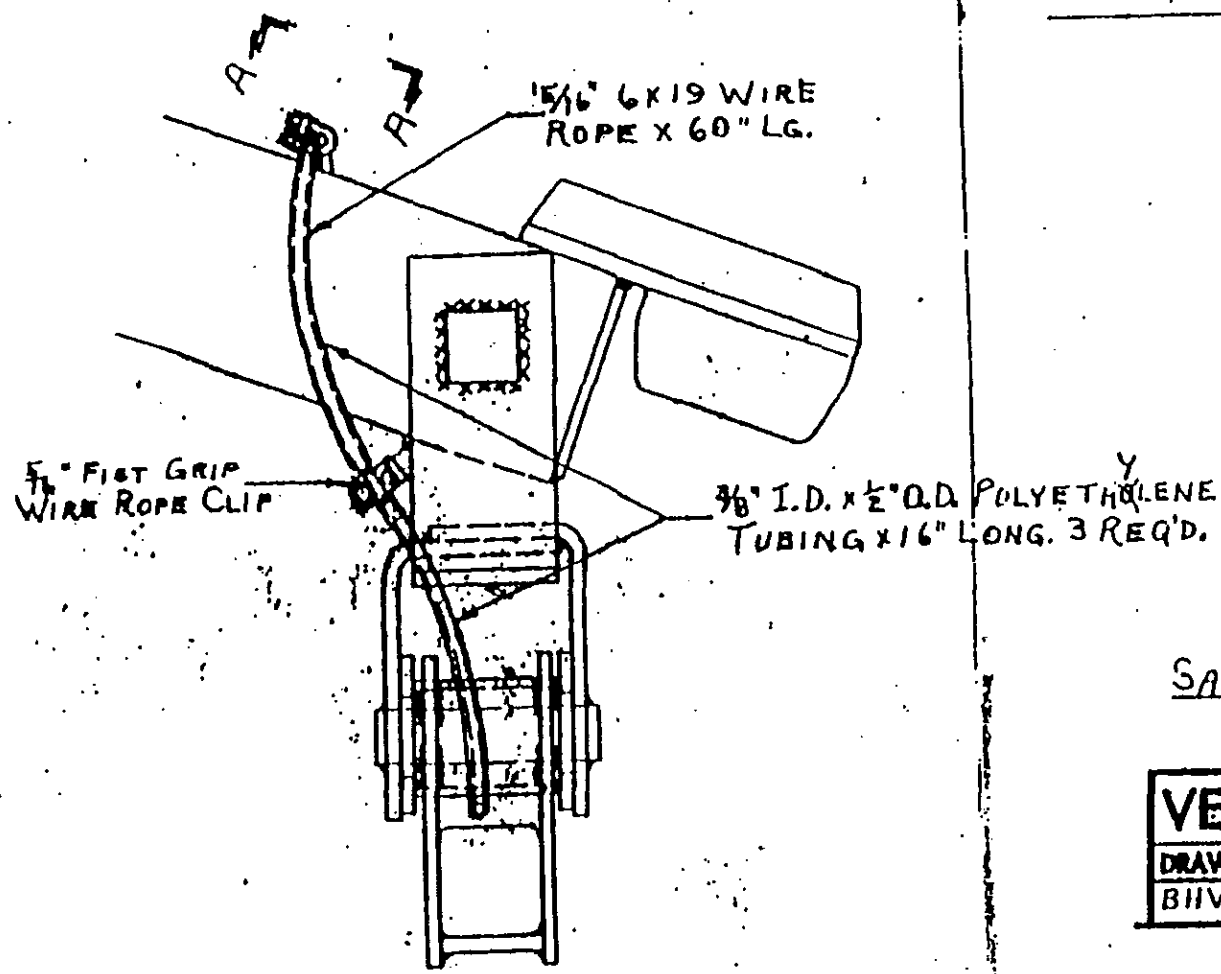
I hope that we can resolve these items prior to the start of the 1989 season.

Sincerely,

A handwritten signature in cursive script that reads "Carl Kimble".

Carl Kimble, P.E.
Chief Inspector
Carnival & Amusement Ride Inspection
Telephone: 217-782-9347

CK:rh
Enclosure

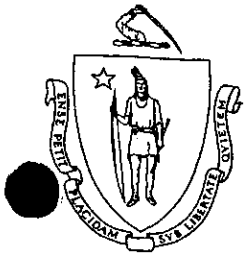


SAFETY CABLE INSTALLATION
FOR COBRA SEATS

VENTURE RIDE MFG, ORSER, S.C.				
DRAWN	DATE	SCALE	REQ'D	PART NUMBER
BHW	6-18-76			VRM-4058

Venture

The Commonwealth of Massachusetts
Department of Public Safety
One Ashburton Place, Room 1301
Boston, Massachusetts 02108-1618
Phone (617) 727-3200
Fax (617) 727-5732



Mitt Romney
Governor
Kerry Healey
Lieutenant Governor

Edward A. Flynn
Secretary
Thomas G. Gatzunis, P.E.
Commissioner

October 12, 2005

To: Amusement Companies
State Amusement Inspectors
Insurance Inspectors

From: Mark F. Mooney, Assistant Chief of Inspections

RE: COBRA Amusement Device – Lap bar restraint lock - **ALERT**

It has recently come to the Department's attention of a concern regarding several issues including, but not limited to the failure of the locks used on the lap bar restraints of the Cobra amusement device. During a recent state inspection, a failure of the mechanism was identified. Upon further investigation, it was determined that the lock, manufactured by Polar Manufacturing Company, was a model number 501.

Please be advised that Polar Manufacturing Company manufactures two locks. The first lock (model number 501) is a die cast refrigerator lock. This lock is NOT recommended for outdoor use and amusement devices with this lock will not be allowed to operate in the Commonwealth. The proper lock (model number 505) is a stainless steel lock which is the model supplied to Elli Bridge Company for use on the Cobra amusement devices.

It should be noted that the devices are almost identical in appearance, however the 505 stainless steel lock is apparently \$2.00 more expensive.

Please to call me at (617) 727-3200 ext 25208 if you have any further questions.



Venture
Ride Mfg., Inc.

ATTENTION ALL COBRA OWNERS

It has been discovered that a condition could exist that could cause severe damage to your Cobra and possible injury to a ride operator.

In performing any repair work on the control valve of the hydraulic system, BE SURE the ball check valve, located between the hydraulic hose and the control valve is complete and in good working order.

If this check valve does not seat properly or parts are missing due to improper maintenance, the hydraulic oil could drain from the cylinder while the ride is operating. This could allow the arm to fall during tear-down operation and possibly cause injury and damage to the ride.

1. Be sure all repairs are made by qualified and safety conscious personnel.
2. Before releasing locking pins, make sure the hydraulic pump is turned on and is lifting the arm off the locking pins.
3. Be sure the cylinder is full of hydraulic oil.



Venture
Ride Mfg., Inc.

JERRY L. BARBER, President

S A F E T Y B U L L E T I N

Dear Cobra Owners:

Your Cobra seats hang on a bracket that is suspended on a rubber torsion spring. This spring allows the seat to move forward and back under pressure, with little side to side movement.

These rubber torsion springs are subject to wear. In extreme cases, you will observe that the bracket appears loose and swings freely from side to side with little resistance. If you do notice that excessive free play is evident you should replace the brackets immediately.

Venture has a bolt-on replacement for this seat bracket which includes a new rubber torsion spring.

Please check these brackets weekly during your operating season. If you need replacement seat brackets, we have them in stock.

The below picture shows a seat arm with the bolt-on replacement.

VENTURE RIDE MFG., INC.

