

# SNAKESKIN

Cobra Car Club of WA Newsletter

2004 Edition JULY

Volume 6

**HOW COLD WAS DWELLINGUP?** Page 4

**AMAZING FACTS ABOUT DRAGSTERS**

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**THE FUTURE**

MAGAZINE

**SNAKESKIN**

COBRA CAR CLUB WEST AUSTRALIA INC

0950205230

**Editorial.....July 2004**

**Harry Mac.**

Have you noticed lately the numbers of members not coming to the meetings? And how quickly the meetings are finished? I have asked a few members how come they couldn't make it to the meeting and the responses were wide and varied, from being busy and having other things on at that time, to can't be bothered and the one that surprised me was that the meetings have become boring.

Now, I can remember back when a meeting would take hours, with plenty to debate to the point that I would wish the protagonists would just shut up and let us get on with the meeting. These days when a point or motion is raised, everybody agrees with it—does this mean we are all 'like-minded' and are happy with the outcome or do we lack some members who would cause heated debate because they disagree or just wanted to stir the pot a little

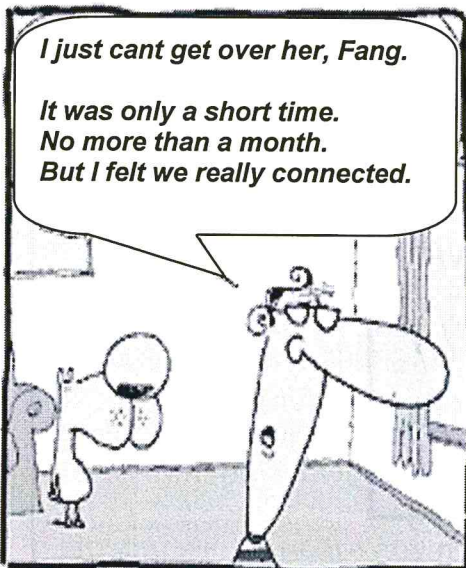
In the past when a member disagreed with an item on the Agenda or with something the Club was wanting to do, it caused a lot of discussion, with many members having their sixpence worth either for or against a motion and after the debate it would be put to a vote for a resolution.

An example that springs to mind were the Club Tee Shirts—that debate went on and on and on and it took many meetings to resolve. Issues over the cost of the shirts, where some members believed they were way too expensive and that we didn't need shirts just because we belonged to a club and then the design changes some people believed they were too showy and loud but never the less the debate was resolved for the majority and we went ahead with the shirts.

The closest thing we have had to debate of late is the buying of a digital camera for the Club (not much of a debate) we didn't even need a vote. One of the problems with acquiring such assets for the Club is who will be the minder of all this equipment? Where it can be stored safely and can be called upon at a moments notice. This would require a Property Officer. At the moment we have bunting and banners to look after and I don't know who does that. I look after the memorabilia posters, the car description cards and the members wanted posters, the secretary Rob Payne is looking after boxes of club history, I believe Terry Lovell is taking care of the Club Photo Album, the BBQ is stored at the Club House. Maybe the club needs to look at having a Property Officer—a member that has the means to store everything and the willingness to transport it when it is needed.

In closing—if there are any members out there that wish to argue a point at the meeting then please do so and let's put some spirit back into the meetings—because I believe they are becoming too short and a little boring.

**MAC MACHO**



## GO KART NIGHT at BELMONT ..... 13 JULY 2004

Most starters made the driver briefing with Dick and his crew just scraping in with the money and their presence. We had three teams rounds of 6 karts with 3 qualifying rounds of 5 minutes duration to clock the fastest laps. Some of the karts lacked some get up and go with No 6 running out of petrol for Team 2 in the first Round (Ron Mc the driver), other karts simply needed some equine growth hormone and some were beyond help. The consistent performer was Kart 1 and 3 with lap times around 30 seconds .. the others up to 35 or 36 seconds at best.

There was a little argy bargy with Troy Kent nearly black flagged for pushing Kart 2 (Ron Mc) off the track on the inner straight and Ron Meechin missing a few heart beats as he tried to climb the barrier while also trying to pass Kart 2 in the same round. *Editors research* — ( *It is said that, Meech also removed a considerable amount of the wall as well and is still suffering the trauma several days later.*)

After 3 rounds or 15 minutes of driving experience in a kart and a bit of luck and not being allocated one of the 'dog' karts. The 6 fastest laps over 3 rounds and came from Dave Kent, Troy Kent, Jared Meechin, Ron Meechin, Clint McNally and Nick Steens ( *the son of a friend of Dick Hogen-Esch*). Now these guys were in for a treat. The karts used in the finals were 5 seconds faster per lap and had some special rules apply. First — they had to learn how to drive them before race control started recording lap times. All drivers looked impressive and with pumped up ego's and with the few extra horsepower, we witnessed some decent slides around the corners and the look of fear on ones face. Bumping was not allowed (instant disqualification) and drivers could get close enough to each other once racing started to be able pass any one else. After about 5 minutes of watching these drivers have the fun that we all wanted, they were called in and the results announced.

Firstly, there was a disqualification for passing under orange lights at the start while they were supposed to be learning how to drive these power machines. Nick Steens happened to record the fastest time during the final but because of his disqualification the following results were awarded .....

1st Place Trophy—Clint McNally,

2nd— Ron Meechin

3rd— Dave Kent.

All drivers in the final can use the power machines anytime in the future and don't have to drive some of the dogs that were there.

Ron McNally

### “IS IT A STROKE ?”

From the Mustang Owners Club Magazine ( May 2004 )

I had never heard of this before and perhaps you have not either but I would like all our readers to stow this away in your mind and just hope you never have to use it, but if you do, you could have a friend in need. Sometimes, symptoms of a stroke are very difficult to identify. Unfortunately, this lack of awareness can spell disaster for the victim. The stroke victim may suffer brain damage when people nearby fail to recognize the symptoms of a stroke. Now doctors say any bystander can recognize a stroke by asking 3 (three) simple questions

Ask the individual to smile, Ask him or her to raise both arms,

Ask the person to speak a simple sentence.

If he or she has trouble with any of these tasks, call 000 immediately and describe the symptoms to the dispatcher.

After discovering that a group of non-medical volunteers could identify facial weakness, arm weakness and speech problems, researchers urged the general public to learn these three questions. The findings were presented at the American Stroke Associations Annual meeting last February. Widespread use of this test could result in prompt diagnosis and treatment of the stroke and prevent brain damage.

I hope none of you ever have to do this but if you do, at least you will be able to give some one a fighting change at recovery.

Editor.

# Chilly Dwellingup in July

The July run to Dwellingup was on according to the emails and it was to be a fine Sunday morning following a cold night. So I was prepared for it, I had a nice clean Tee shirt to wear and I had washed the Mercedes and by Saturday night the forecast was for 1 degree C min with an 18 degrees C max day, no need to rug up for the cruise because the Mercedes has a very nice climate control and I would be warm; but I would take a jumper as well—just in case.

Then about 8pm on Saturday night Brian Plank rang and said he would pick me up at 7am the next morning, as he had just read his emails and heard about the run. I thought he must be bloody mad it's the middle of winter and it's only going to be 1 degree C and I only have Tee shirts. Panic set in, frantically I was trying to think how I could keep warm in a Cobra with no roof. By morning I had 2 pairs of track pants on, a tee shirt, a jumper, a borrowed leather jacket, a borrowed beanie, a borrowed scarf, gloves and a hat on—ready for this trip to the Antarctic. I was up at 6am and the radio said it was only 0.6 degrees C and I started thinking of how I could convince Mr Plank that we should take the Merc (!) but I knew he probably had all the cold weather gear he needed and would want to go in the Cobra—damn!.

True to his word Brian was at my place at 7am—I was rugged up in an extra 15 kilos of clothing and I was still cold. For interest I took along a digital thermometer to read the wind chill factor in a Cobra on a very cold morning. Surprisingly the temperature when we started was around 3 degrees C and on the freeway averaged between 2-4 degrees C and with borrowed scarf, leather jacket and gloves I was comfortable—although me thinks Brian was lying when he said he had the heater on—because I certainly couldn't bloody feel it.

Brian and I arrived at Pioneer World in Armadale at around 7.50am to be met by Dave and Jessie who were already there (they always seem to be there first) mind you they only live just down the road. Slowly the others arrived. Rob Keene in his World War 1 Pilot cap and Tony Forder, Brian Sizer with friend Charles Kelly—( I must apologise to Charles because I keep forgetting his name so now I have put it on paper I should be able to remember it), Rob and Sue Payne all rugged up in some very nice leather gear and both wearing nana rugs over their legs, Keith Ennis, Murray Neindorf and a lady passenger, Joe Campion from up the northwest. After about 30 minutes of comparing cold weather apparel and small talk we had 7 Cobras for the trip to Dwellingup—on what was turning out to be a beautiful July morning.

We travelled down the South West Highway through Byford and turned left at North Dandalup and headed up through the hills to Dwellingup. The lowest the temperature got down to was 0.8 degrees C, but that was around 9am so it was still very cold. Upon arriving at Dwellingup we met up with Ron and Nola McNally, Tom and Val McGovern who had bought the maroon Mike Tingley Cobra and Colin and Naomi Hall in their sedan (they are thinking of building a Cobra in the future). Breakfast was at the MillHouse Restaurant and Chocolate Shop—they had a big open fire going and it was cosy and warm inside. We set up a very long table so all nineteen of us could be together and everyone ordered a delightful breakfast with tea and coffee.

Cont.....page 5

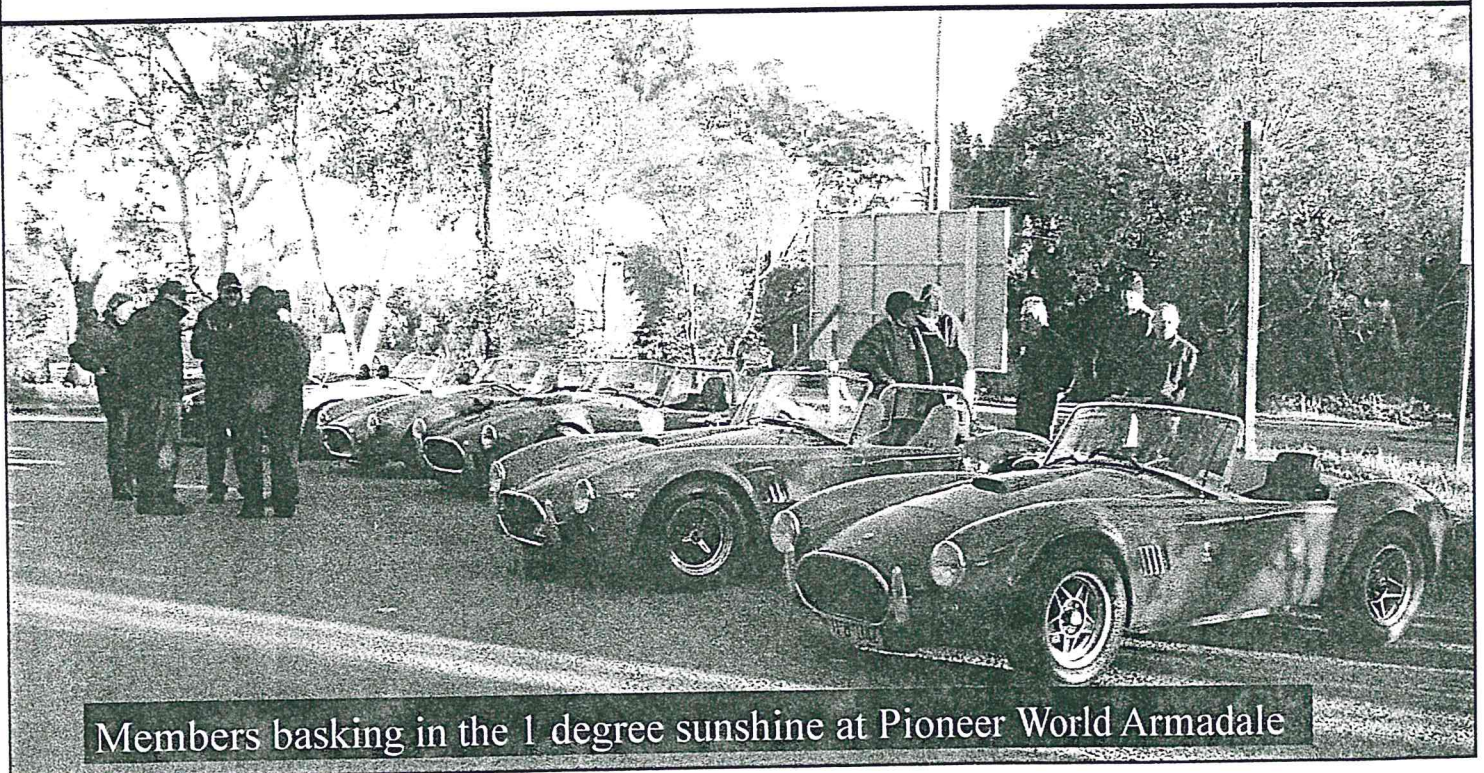
from page 4, cont:

As the breakfasts were being served, I noticed some of them had sausages with their order and I didn't see sausages on the menu and I wanted sausages with my breakfast. So I made enquiries only to find out they were called Chipolatas, so I had some chipolatas with my bacon and eggs and it was most enjoyable indeed, to the extent Keith Ennis bet me a dollar I wouldn't lick my plate clean—not being one to pass up on the chance of making an easy dollar and casting aside all my Christian Gentleman Education—I licked the plate and won my dollar—unfortunately, Jessie Kent demanded I lick it again for a photo—but I told her I knew the Editor of the Snakeskin and he wouldn't publish the photo—to which Jessie replied, "It's not for the 'Snakeskin'— it was for the Internet" - damn!!!

Once breakfast was out of the way, we sat around sipping tea and coffee and engaging in lots of the usual conversation and humorous banter as the restaurant began to fill up with members of a motorcycle club and other guests. Later we all gathered in the carpark for a briefing on the rest of the run by Ron McNally who offered a BBQ lunch at his home in Mandurah, there were a few takers—the Kent's and McGovern's—the rest were going to head for Perth and away we went. Further up the South Western Highway we split again with Rob Keene, Tony Forder, Brian Plank and myself turning east to travel up through the hills to Jarrahdale with the remainder continuing onto Perth.

The run up through Jarrahdale and passing over the Serpentine Dam was very picturesque and a pretty scenic route to take, particularly at this time of year when everything is green. We came down out of the hills into Byford and stopped for chinwag for 30 minutes and then we headed for home and the northern coastal suburbs. Brian dropped me off at my house at around 2pm. So, Even though it was a very cold morning it was a pleasurable run with a good breakfast and great company—thank you Mr Plank for inviting me. Oh! By the way that afternoon there was a leather sale on at the Show Grounds in Claremont, so I went straight down there and bought a leather jacket for the next winter run—just in case.

Editor.....Harry Mac



Members basking in the 1 degree sunshine at Pioneer World Armadale

## PRESIDENTS REPORT FOR 2003-2004

Well here we are again as another successful year for the club comes to a close and we look forward to the next twelve months. Welcome to the **Annual General Meeting for 2003/2004** and thank you each and every one of you for your support over the past year. Tonight we decide who will manage us for the coming year, but first let's take a quick trip down memory lane and look at the past year in review.

By far the highlight of the year would have to have been the sensational display of over 25 cars at our annual "**Show & Shine**" event held at Burswood Park. We shared the day with some trepidation with the Triumphs, however, this proved to be a Win/Win situation for both groups with a constant flow of admirers all day.

Once again we joined the "**Classic Car Show**" at Whiteman Park and, although our numbers were not great (eight cars), the display received plenty of attention thanks largely to the efforts of our resident "**Cobra Aficionado**" **Harry Mac** who turned **Ron Meechin's** car into a race winning "*show stopper*" complete with Carol Shelby's race helmet. Well done Harry and thanks to Ron for allowing us to deface his baby for the day.

Our long service Club Captain, **Keith Ennis**, tendered his resignation from the committee early in the year which, whilst regrettable was accepted, again Keith thank you for your hard work over many years and I hope we will see you take another position in the near future. Thanks also to **Ron McNally** for stepping up to the plate and looking after the Club Captain's position for the remaining period.

Aside from the now regular overnigher to Dunsborough, we also took a beautiful sunny weekender at the Wandering Brook Winery with all those who took part swearing this would become a regular run especially if we could get a guarantee from the "Top Man" for the same weather each year.

Financially, the club is in a sound position with the elimination of the door fee and BBQ fees having minimal impact on our finances. Membership has remained fairly stable with current numbers in the Mid-50's.

Of course I'm not the committee and I wouldn't be able to stand here highlighting the clubs success without my hard working team and one person who has probably worked harder than most would be our ever reliable Secretary, thank you **Rob Payne**. Also the man who has done a top job of keeping our finances in order for several years, thanks **Dick Hoges**. To **Harry Mac** who took on the very difficult and time consuming job of magazine editor, your productions have been fantastic and your anecdotes amusing, well done. **Ron McNally** I have mentioned took on the Club Captain's job at short notice and has acquitted himself admirably.

I must also express my thanks to the rest of the committee, **Graham Sach, Tony Forder and Colin Rainbird** and of course my ever suffering wife **Jessie Kent** who makes sure if there is something she thinks is amiss, I hear about it. It would be remiss of me not to also thank **Terry Lovell** for making sure the tea and bickies were always available at the monthly meetings.

In closing I would ask you to reflect on the years achievements and think seriously about throwing your hat in the ring to take on a greater role in the next twelve months.

Once again, thank you all for supporting me as I served my apprenticeship as President and I can assure you I have enjoyed every moment, thanks for all your help.

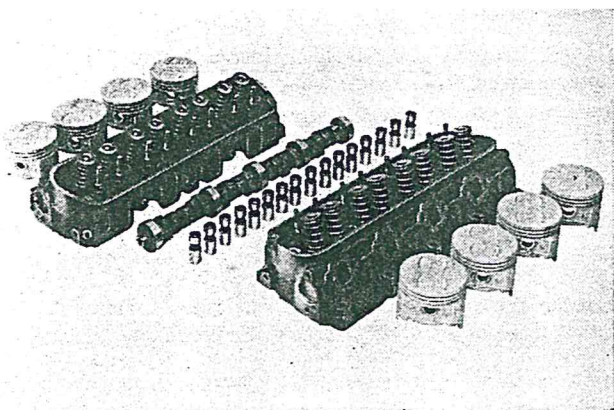
**Dave Kent**  
**President 2003/2004**

Don't rush down to your local Ford Dealer for a bargain because this Cobra advert is 41 years old

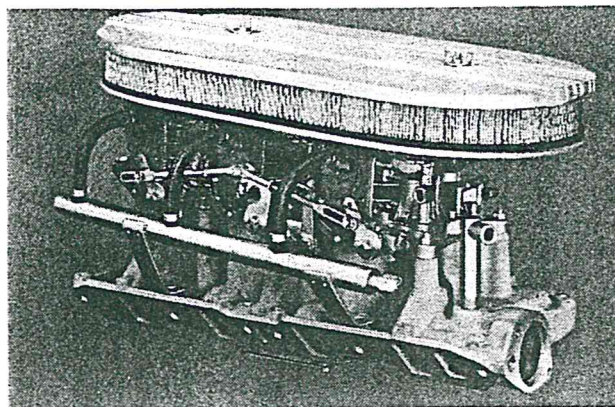


# Cobra kits from your Ford Dealer!

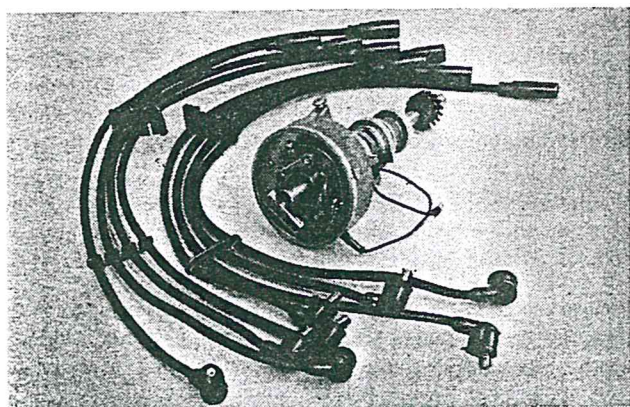
17 high-performance and dress-up kits now offered  
for Ford 221, 260 and 289 V-8 engines



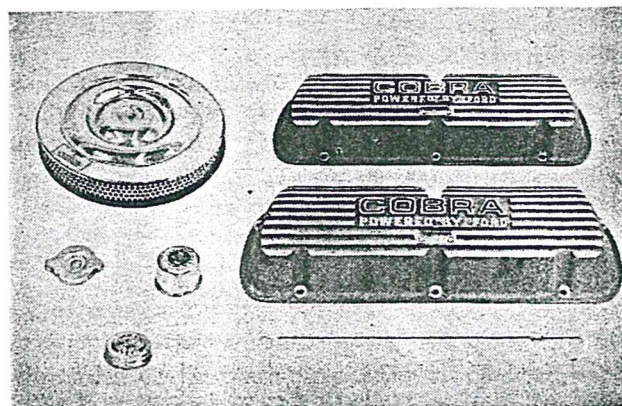
**ENGINE PERFORMANCE KIT.** Here's a three-way package of power. Has eight matched pistons with heads designed for valve clearance; high-lift design camshaft with tappets; cylinder head and valve assembly with heavy-duty rocker arm studs, spring seat ridges, solid valve spring retainers and oil-controlling valve stem seals. Part #C40Z-6A044-A(221 CID), #C40Z-6A044-B(260), #C40Z-6A044-C(289) Each \$342.70\*



**THREE 2-V INDUCTION KIT.** Combine this 6-barrel baby with the distributor, cam, and cylinder head kits and watch the horses soar! Kit has three 2-V carburetors on a cast aluminum intake manifold with special air cleaner. Mechanical linkage lets you "go on one" for economy, cut in the other two for high speeds and maximum acceleration. Part #C40Z-6B068-A(260 CID), C40Z-6B068-B(289) Each \$210.00\*



**DISTRIBUTOR KIT.** Consists of distributor and heavy-duty spark plug leads. Features dual-point mechanical spark advance control. Offers high-speed performance characteristics especially suited for drag strip operation and other high RPM requirements. Part #C4DZ-12050 \$49.80\*



**ENGINE DRESS-UP KITS.** Includes aluminum valve covers; long-lasting chrome dip stick, radiator cap, master cylinder cap, oil filler cap, air cleaner cover and filter. 1963 kit fits 221, 260, 289 blocks; '64 kit fits 260 and 289 engines. Part #C302-6980-A('63)—\$76.95\*, #C40Z-6980-A('64)—\$82.85\*

## FREE COBRA KIT BOOKLET

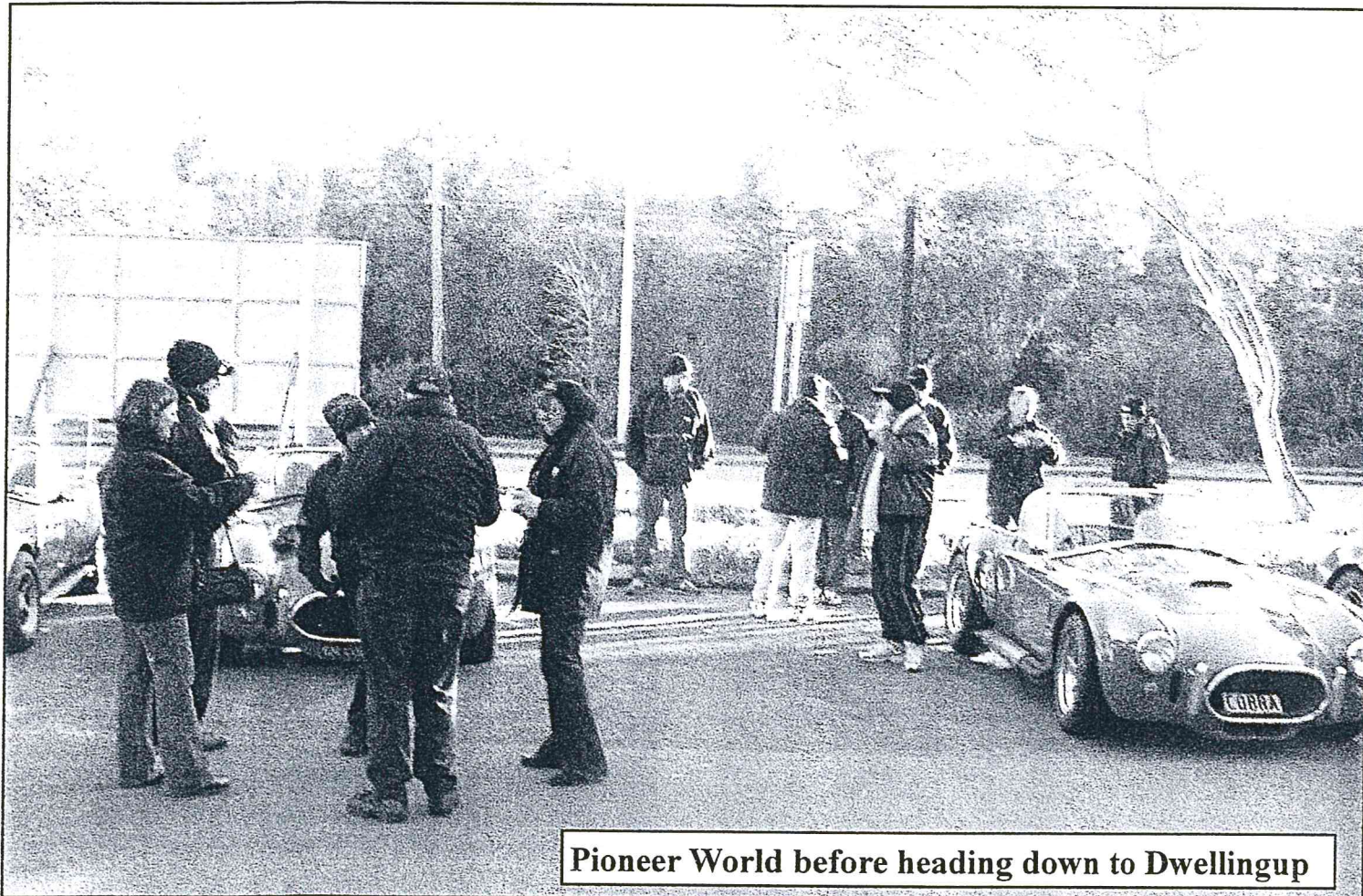
See your Ford Dealer for his free Ak Miller brochure listing specifications and parts numbers for all 17 Cobra Kits.

**HIGH PERFORMANCE**

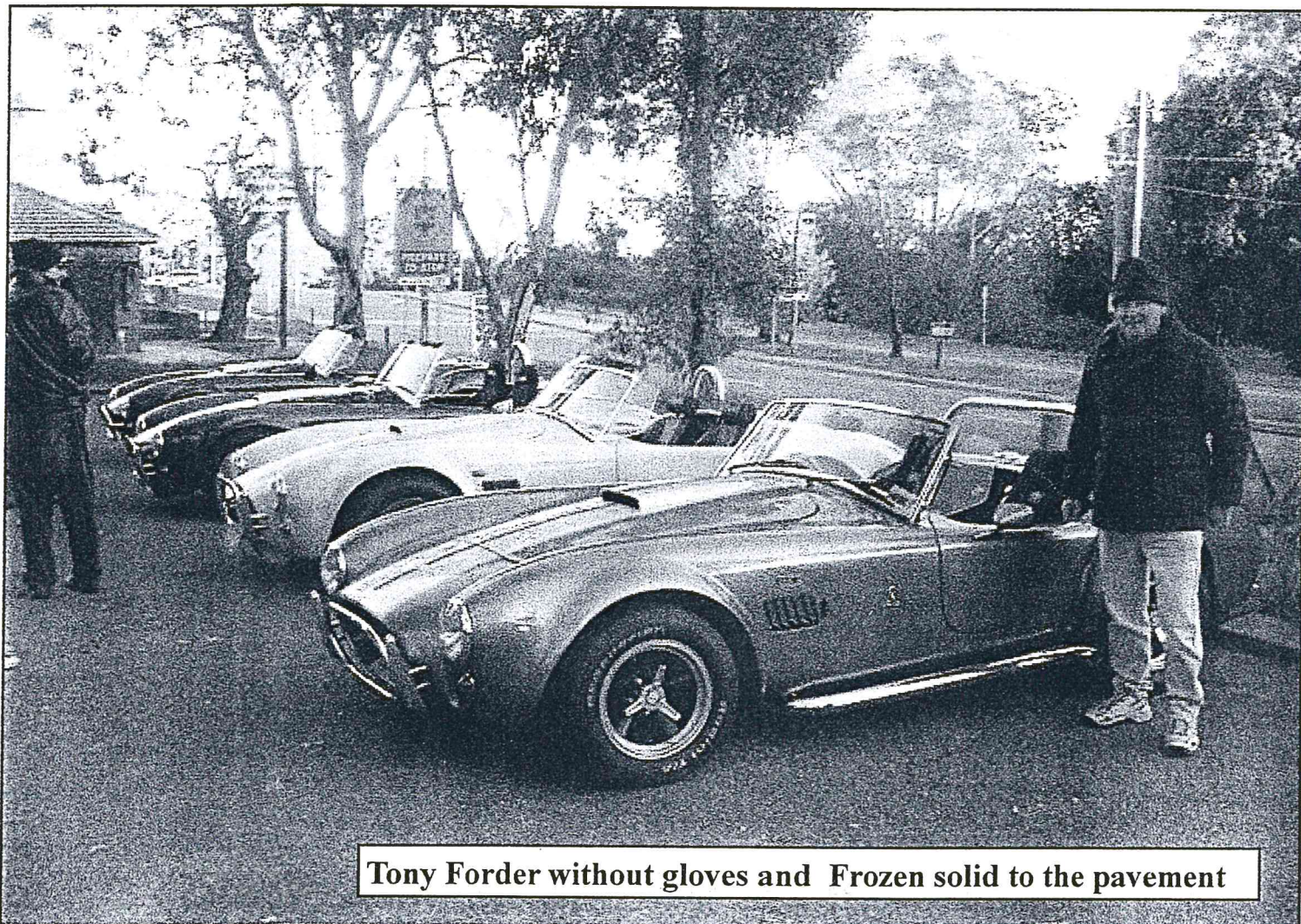


PRODUCTS OF  MOTOR COMPANY

\*Manufacturer's suggested retail price. Installation charges and state or local taxes, if any, are extra.

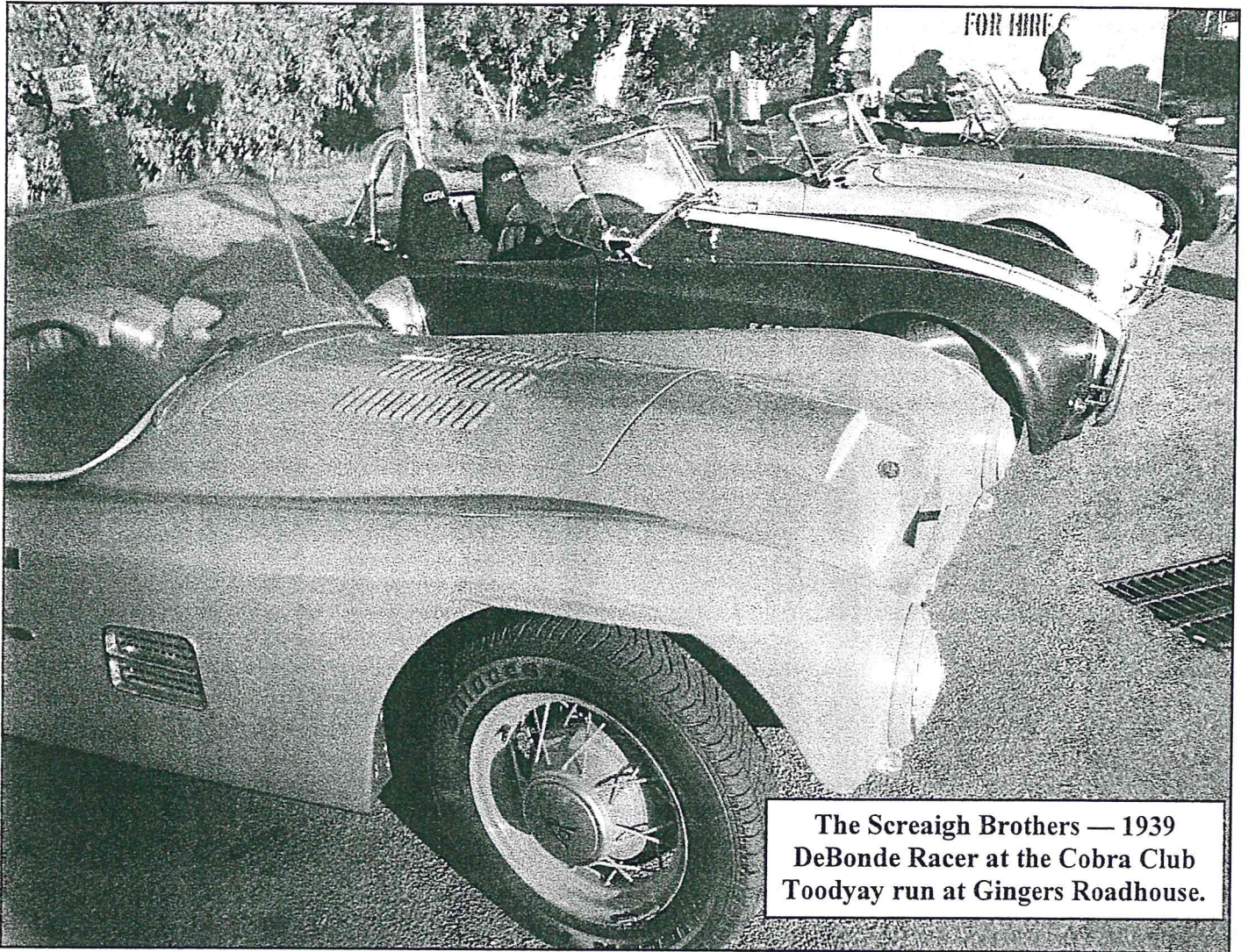


Pioneer World before heading down to Dwellingup

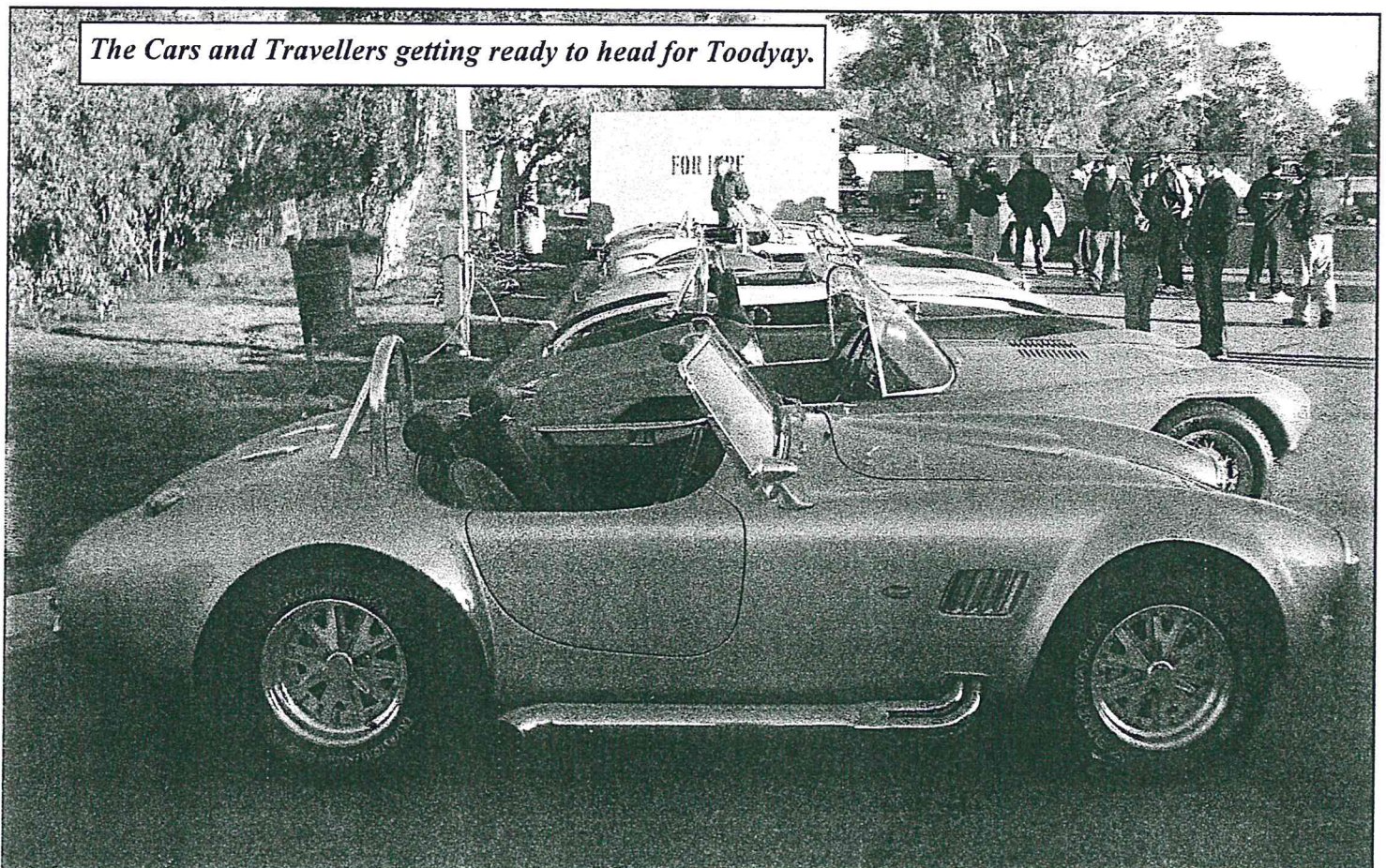


Tony Forder without gloves and Frozen solid to the pavement





The Screaigh Brothers — 1939 DeBonde Racer at the Cobra Club Toodyay run at Gingers Roadhouse.



*The Cars and Travellers getting ready to head for Toodyay.*

One top fuel dragster 500 cubic inch hemi engine makes more horsepower than the first 4 rows of the Daytona 500.

Under full throttle, a top fuel dragster engine consumes 1.5 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

A stock dodge 426 Hemi V8 engine cannot produce enough horsepower to drive the dragsters supercharger.

With 3000 cfm of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.

A stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F.

Nitro methane burns yellow. The spectacular white flames seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapour by the searing exhaust gasses.

Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

Spark plugs electrodes are totally consumed during each pass. After half way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. Cutting the fuel flow can only shut down the engine.

If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300mph in 4.5 seconds, dragsters must accelerate at an average of over 4G's. In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's.

Dragsters reach over 300 mph before you have read this line.

Top fuel engines turn approximately 540 revolutions from light to light. Including the burn out, the engine must only survive 900 revolutions under load. The redline is actually quite high at 9,500 rpm.

The bottom line' Assuming all the equipment is paid off, the crew work for free, and for once NOTHING BLOWS UP'; each run costs an estimated US \$1,000.00 per second. The current top fuel dragster elapsed time record is 4.441 seconds for the quarter mile (**5th Oct 2003, Tony Schumacher**). The top speed record is 333 mph (533 kph) as measured over the last 66 feet of the run (**28 Sept 2003 Doug Kalitta**).

### **Putting all of this into perspective:**

You are riding the average US \$250,000 Honda Moto GP bike — Over a mile up the road, is a top fuel dragster, staged and ready to launch down the quarter mile strip as you go pass. You have the advantage of a flying start. You run the RC211V hard up through the gears and blast across the finish line and past the dragster at an honest 200mph (294ft/sec) (380kph). The "tree" goes green for both of you at that moment. The dragster launches and goes after you.

You keep your wrist cranked hard, but you hear an incredibly brutal whine that sears your ear drums and within 3 seconds the dragster catches you and passes you. He beats you to the finish line, a quarter mile away from where you had just passed him.

### **Think about it:**

From a standing start, the dragster had spotted you 200mph and not only caught you, but nearly blasted you off the road when he passed you within a mere 1320 ft (402.33m) long race course.

**Now folks! that — is acceleration.**

**Harry Mac, Editor.**

Below are the plans for the New SNAKESKIN Cover. The cover will be Blue fading to white with the Cobra emblem in red and blue, as shown. It will be printed on a glossy paper with six A5 colour ads for sale, the cost of the six ads will cover the cost of producing the covers for the Snakeskin. The advertiser will have their company promoted in our magazine every second month for just over two years. I believe the cost will be very good for that time span of advertising, pricing and details are yet to be sorted. The new Editor of the Mustang Owners Club is doing the same thing with their magazine, so we may get together and chase a better deal for both clubs. ( This is a work in progress), so — as we progress I will keep you all informed.

Harry Mac.

BACK COVER

FRONT COVER - A4

COLOUR ADVERTISEMENT


**A5 SIZE**

For 2 years on  
2000 covers

COLOUR ADVERTISEMENT

**A5 SIZE**

For 2 years on  
2000 covers



MAGAZINE

**SNAKESKIN**

COBRA CAR CLUB WEST AUSTRALIA INC

INSIDE FRONT COVER

INSIDE BACK COVER

COLOUR ADVERTISEMENT

**A5 SIZE**

For 2 years on  
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COLOUR ADVERTISEMENT

**A5 SIZE**

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COLOUR ADVERTISEMENT

**A5 SIZE**

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## Toodyay Club Run – Saturday 19 June 2004-07-26

Rob Payne.

*After 10 or so days of fairly persistent rain the Weather Gods smiled and gave us the first fine day for some time. While the red bit on the thermometer was struggling to lift off from the overnight low of 5.6 degrees it was a perfect Cobra morning.*

*Obviously there were a number of members with a good dose of “cabin fever” keen to get the cars out of the garage. We had 10 cars and 16 participants, including friends of Wayne Flanagan, David and Brad Screaigh in their 1939 Debonde Ford V8 Roadster.*

*Allowing for one of our newer members (no names Craig) to find “Gingers Roadhouse” and giving the 15 minutes the servo attendant needed to process Rob Keene’s payment for his fuel top up, we were ready to roll above 8:30.*

*With Brian Plank out front, and with Jo Campion as his co-pilot, we headed north along Great Northern Highway to Bullsbrook. At Bullsbrook it was right into Chittering Road for the winding cruise through the lovely Chittering Valley. After good rains and with a little frost on the pastures, orchards and vines it is a very pretty drive.*

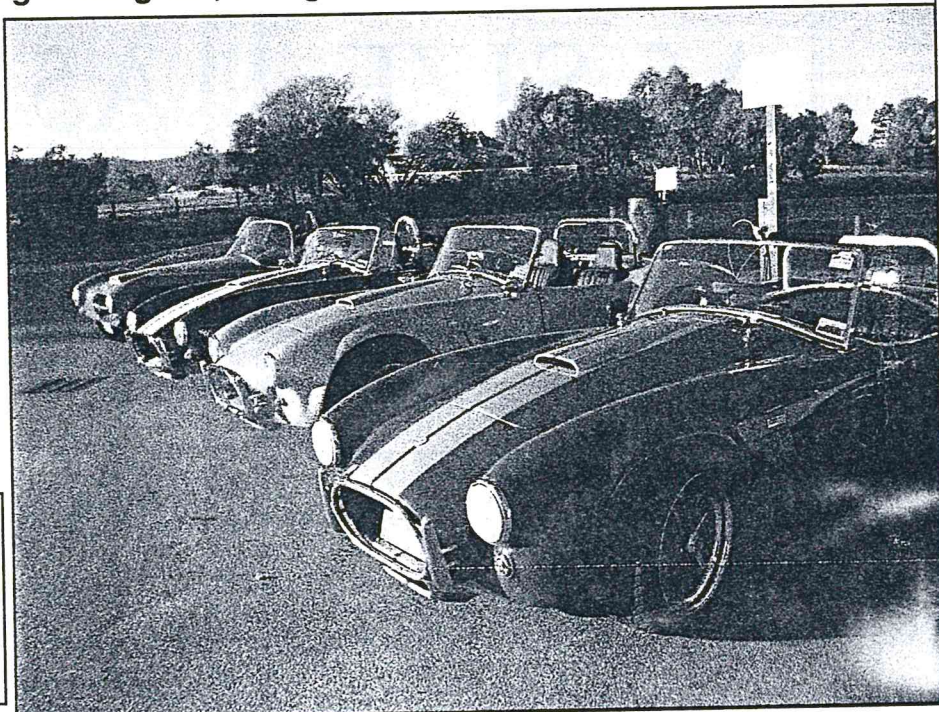
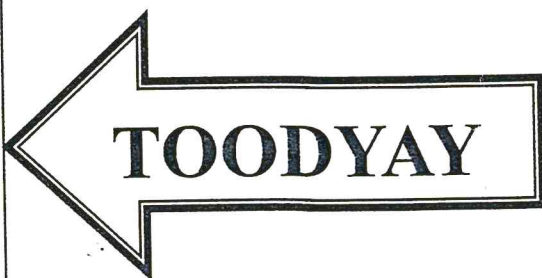
*Once through the valley it was a right into Julimar Road for the run to Toodyay. This part of the country is not as picturesque however the road is straighter and other than for the risk of the occasional marsupial the speed limits can be readily achieved.*

*I could say Brian was showing off but he says he simply wanted to show Jo how well a Cobra goes on a cool morning in the country. Needless to say they were onto their second coffee by the time some of us made Toodyay.*

*While the most ideal driving conditions are to be had on fine winter mornings the log fire at the “Cola Coffee Shop” in the cappuccino strip of Toodyay provided a most pleasant refuge.*

*After breakfast, coffee and cakes etc some members chose to enjoy the ambiance Toodyay offers while others headed home to fulfil the weekends domestic duties.*

*All in all a very enjoyable Cobra outing. Thanks goes to Ron McNally for arranging the run and a special thanks to Tarrin, Craig’s navigator, for agreeing to be the official “Run Photographer”.*



Gingers Roadhouse morning meeting on the way to Toodyay, with the “Meechin Special” in the foreground and the “DeBonde Racer” further down the line.

**MORE ON GEAR RATIOS, SOURCED FROM THE NET BY TERRY LOVELL.**

# Tyre sizes / Gearbox Ratios / Differential Ratios

I've been playing around with Gear Ratios, Tyre Sizes, etc, and have gathered information on a number of gearboxes. This information is very valuable to assist you in choosing the best Gearbox, Diff R and Tyre Sizes that are best for your car, as it tells you what actual speeds you'll be doing, in a particular gear, at particular engine revs. I can do the same calculations for your call - all I need is the tyre size (eg: 245/60-15), and Diff Ratio. I can also provide this information on a floppy disk (IBM PC - Microsoft Excel V5) if you want to play around with figures. Cheers - Bruce Munro (V-P

27-Jul-04

Tyre Circumference, mm	2,068
Axle Revs@1000rpm	282.5
km/h@1000rpm	35.0

<b>Car:</b> Bruce Munro	<b>Tyre</b>	335	Rim size, inches	18	
	<b>Details</b>	Profile (%)	30	Diff Ratio	3.54

## Borg Warner T5 (standard)

Gear	Ratio	1000	2000	3000	4000	5000	5500	5800	6000	6500	7000	
1	3.35	10	21	31	42	52	58	61	63	68	73	
2	1.99	18	35	53	70	88	97	102	106	114	123	
3	1.33	26	53	79	105	132	145	153	158	171	184	
4	1	35	70	105	140	175	193	203	210	228	245	
5	0.68	52	103	155	206	258	283	299	309	335	361	
											Revs at 110 km/h in top	2134

## Top Loader

Gear	Ratio	1000	2000	3000	4000	5000	5500	5800	6000	6500	7000	
1	2.78	13	25	38	50	63	69	73	76	82	88	
2	1.93	18	36	54	73	91	100	105	109	118	127	
3	1.36	26	52	77	103	129	142	149	155	168	180	
4	1	35	70	105	140	175	193	203	210	228	245	
											Revs at 60 km/h in top	1712
											Revs at 110 km/h in top	3139

## Supra Gearbox, W55

Gear	Ratio	1000	2000	3000	4000	5000	5500	5800	6000	6500	7000	
1	3.56	10	20	30	39	49	54	57	59	64	69	
2	2.05	17	34	51	68	85	94	99	103	111	120	
3	1.38	25	51	76	102	127	140	147	152	165	178	
4	1	35	70	105	140	175	193	203	210	228	245	
5	0.85	41	82	124	165	206	227	239	247	268	289	
											Revs at 60 km/h in fourth	1712
											Revs at 110 km/h in top	2668

## Supra Gearbox, W58

Gear	Ratio	1000	2000	3000	4000	5000	5500	5800	6000	6500	7000	
1	3.28	11	21	32	43	53	59	62	64	69	75	
2	1.89	19	37	56	74	93	102	108	111	121	130	
3	1.27	28	55	83	110	138	152	160	166	179	193	
4	1	35	70	105	140	175	193	203	210	228	245	
5	0.78	45	90	135	180	225	247	261	270	292	315	
											Revs at 60 km/h in fourth	1712
											Revs at 110 km/h in top	2448

## Tremec TR-3550

Gear	Ratio	1000	2000	3000	4000	5000	5500	5800	6000	6500	7000	
1	3.27	11	21	32	43	54	59	62	64	70	75	
2	1.98	18	35	53	71	89	97	103	106	115	124	
3	1.34	26	52	78	105	131	144	152	157	170	183	
4	1	35	70	105	140	175	193	203	210	228	245	
5	0.68	52	103	155	206	258	283	299	309	335	361	
											Revs at 60 km/h in fourth	1712
											Revs at 110 km/h in top	2134

## C4 Automatic

Gear	Ratio	1000	2000	3000	4000	5000	5500	5800	6000	6500	7000	
1	2.46	14	28	43	57	71	78	83	85	93	100	
2	1.46	24	48	72	96	120	132	139	144	156	168	
3	1	35	70	105	140	175	193	203	210	228	245	
											Revs at 60 km/h in third	1712
											Revs at 110 km/h in top	3139

**Comments:**

\* Supra W55 is readily available (also readily available is a W59 with 3.95 / 2.14 / 1.27 / 1 / .85 ratios). Limited Stocks of Supra W57 (same as W58 except 5th is 0.86:1) are available.....W58's are Very F

This sleek orange sports car was purposefully built for racing during the 1940's. Powered by a Ford Mercury sidevalve V8 motor with capacity of 3797cc (239 cubic inches), it is a powerful and fast vehicle for its age, being capable of over 100 miles per hour.

The vehicle was constructed from a vehicle originally raced by Ron Posselt, a racing car driver from Northam. He raced the vehicle during the 1940's at "Around the Houses" street circuits including Northam, Narrogin, Goomalling, Dowerin, Toodyay and the Patriotic Grand Prix held around the streets of Applecross. When raced by Ron Posselt, the body was an original 1939 Ford V8 with the front guards removed and a fabric rear section.

Fred Debonde went into a partnership with Ron Posselt at a Northam mechanical repair shop and it was at this time that he purchased this racing vehicle from Ron Posselt. His intention was to remodel the vehicle into a competitive racing sports car which he planned to campaign in "Around the Houses" events. Over the following years he spent much time completing the mechanical work on the vehicle including modifications to the V8 motor, coil over shockies, Ross steering box, a specially designed quick change gear linkage, extensive chassis modifications (underslung chassis) relocation of the engine and extractors, all of which would result in better handling to cater for higher speed.

Whilst he was doing this, Fred Debonde enlisted the services of Badgers Motors panel beater Ray McCaughan to construct a streamlined and sleek body for the vehicle. This he did over a period of time utilising hand beaten metal panels and constructing a tubular frame, then welding and joining it together, in what can only be described as a work of art.

By the time the vehicle was close to its final construction "Around the Houses" racing had ceased (due mainly to public backlash caused by the disastrous crash at LeMans where 80 spectators were killed) and as far as is known the vehicle was never to show its true form. Fred Debonde garaged the vehicle and it was rarely used. Many years later Brian Woolcock of Northam purchased the vehicle from Fred Debonde's widow and set about restoring and putting on the final touches. This took quite some time as the vehicle had fallen into a state of disrepair due to lack of use. He campaigned the vehicle in some of the earlier York Flying 50's, a Mount Brown hill climb and at the Wanneroo Raceway during the 1984 season. After these events the vehicle was garaged and rarely driven and again fell into a state of disrepair. Brian Woolcock decided to put the vehicle up for sale and during November 1990, David, Brad and Bill Screaigh purchased the vehicle.

With Bill Screaigh being a former Ford mechanic and Brad Screaigh being a qualified panel beater, the vehicle was in good hands and they set about repairing it for historic "Around the Houses" races to be held at Albany, Narrogin and York, together with other events.



### Vehicle Specifications

Year	1948
Model	Roadster
Engine	Ford Mercury V8 sidevalve
Capacity	3797cc (239 cubic inches)
Gears	3 forward speed
Wheelbase	240cms
Front Susp	I Beam Axle Traverse Springs
Rear Susp	Traverse Springs
Brakes	Hydraulic Drum
Dry Weight	1070kg

## The Pheasant Plucking Song

**WARNING: THIS SONG WILL CAUSE BAD LANGUAGE.**

Me husband is a keeper, he's a very busy man,  
I try to understand him and I help him all I can,  
But sometimes of an evening I feel a trifle dim,  
All alone and plucking pheasants when I'd rather pluck with him.

I'm not the pheasant plucker,  
I'm the pheasant plucker's mate  
And I'm only plucking pheasants  
Cos the pheasant plucker's late.

I'm not good at plucking pheasants, pheasant plucking I get stuck,  
Though some peasants find it pleasant I'd much rather pluck a duck,  
Oh, but plucking geese is gorgeous, I can pluck a goose with ease  
But plucking pheasants is sheer torture, for they haven't any grease.

I'm not the pheasant plucker,  
He has gone out on the tiles,  
He only plucked one pheasant  
And I'm sitting here with piles.

You have to pluck them fresh, if they're fresh it's not unpleasant,  
I knew a man in Dunstable, could pluck a frozen pheasant.  
They say the village constable has pheasant plucking sessions  
With the vicar of a Sunday 'twixt the first and second lessons.

I'm not the pheasant plucker,  
I'm the pheasant plucker's son,  
And I'm only plucking pheasants  
Till the pheasant plucker's come.

My good friend Godfrey's most adept, he's really got the knack,  
He likes to have a pheasant plucked before he hits the sack.  
I try and lend a helping hand, I gather up the feathers,  
It's really all this pheasant plucking keeps us here together.

I'm not the pheasant plucker,  
I'm the pheasant plucker's friend,  
And I'm only plucking pheasants  
As a means unto an end.

Me husband's in the woods all day, a-banging with his gun,  
If he could hear me heartfelt cries, then surely he would run,  
For I've fluff in all me crannies and there's feathers up me nose,  
And I'm itchin' in the kitchin' from me head down to me toes.

I'm not the pheasant plucker,  
I'm the pheasant plucker's wife,  
And when we pluck together  
It's a pheasant plucking life!

*A blonde calls her boyfriend and says, "Please come over here and help me. I have a killer jig-saw puzzle, and I can't figure out how to get it started."*

*Her boyfriend asks "What is it supposed to be when it's finished?"*

*The blonde says "According to the picture on the box, it's a rooster."*

*Her boyfriend decides to go over and help with the puzzle. She lets him in and shows him where she has the puzzle spread all over the table. He studies the pieces for a moment, then looks at the box then turns to her and says "First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster."*

*He takes her hand and says "Second, I want you to relax, lets have a nice cup of tea and then....": he sighed, "..... Let's put all the Corn Flakes back in the box."*

### SCIENCE CLASS

A 6th grade science teacher, Mrs. Parks, asked her class, "Which human body part increases to 10 times its size when stimulated?" No one answered until little Mary stood up, angry, and said, "You Should not be asking 6th graders a question like that! I'm going to tell my parents, and they will go and tell the principal, and you'll get fired!". She then sat back down. Mrs. Parks ignored her, and asked the question again, "Which body part increases to 10 times its size when stimulated?"

Little Mary's mouth fell open, and she said to those around her, "Boy, is she gonna get in big trouble!"

The teacher continued to ignore her and said to the class, "Anybody?"

Finally, Billy stood up, looked around nervously, and said, "The body part that increases to 10 times its size when stimulated is the pupil of the eye."

Mrs. Parks said, "Very good, Billy."

Then turned to Mary and continued, "As for you, young lady, I have three things to say: First, you have a dirty mind. Second, you didn't read your homework. And third, one day you are going to be VERY, VERY disappointed."

# EDITORS COBRA

My Progress after many years of doing nothing to my Cobra and using my son's car modifications as an excuse, I have now started again with new enthusiasm and vigour. By now some of you will know that Rob Graves of G-Force has built me a wide chassis approximately 150mm wider to suit my Cobra body.

The first night I got it home Brian Plank came around for an inspection and gave it the BP seal of approval. I then began waffling on about how I as going to design and build a steel tunnel and firewall. BP promptly reminded me that I had been saying that same thing for too many years and to keep my hands of my (D\_\_k) and get G Force to build me a complete floor pan and firewall that I could widen to suit the new chassis. Initially my feelings were hurt but I came around to the simple logic of the comment and asked Rob Graves to build me a floor-pan to which he agreed and within a couple of weeks I had my G-Force floor pan. I have now started to strip down the Jaguar front and rear ends for cleaning, servicing and painting. Once all that is done I shall begin to fit it to the chassis and hopefully, I will have a rolling chassis soon. But being the middle of winter, it's a bit cold and wet — so roll on spring and summer.

Engine and gearbox choice is still a mystery but when the decision is made Rob will fit the engine mounts to the chassis for me to suit whatever I get—probably the Lexus.

The biggest problem I have at the moment is space. With the veranda full of my son's Suzuki 4WD, 2 extra sets of wheels and tyres for the Suzuki, Suzuki engine, Suzuki parts and bloody Suzuki bits and pieces everywhere — I can't move.

I shall have to ask him, No! Tell Him to stack it all up in one area at the end of the veranda and put a tarp over it! It has been like this now for 3 bloody years — now its time for Cobra stuff again.

Time to clean and revamp the garage—repaint the floor, finish painting the ceiling and put all the tools back on the boards—if I can find them—and create the pristine environment suitable for the building of my Cobra—as it used to be..... **before my son's Suzuki.**

**So! over the next 12 months of Snakeskins I shall show the progress and build of my Cobra in each issue.**

**Editor Harry Mac.**

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