

Cobra Jet Quarterly

Volume 1, Issue 1

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Special points of interest:

- It costs nothing to participate in the registry.
- Registry participants can always provide information for the newsletter.
- Feature cars are always wanted!
- Get in touch if you have suggestions or information for technical articles.
- Do you know of any CJ oddities, rarities, or bits of trivia? Let us know!

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Our First Issue!

Well, here it is! The very first issue of *Cobra Jet Quarterly*, the quarterly newsletter of the new Mustang 428 Cobra Jet Registry. Let me spend a few moments explaining how the registry and newsletter came to be.

I've been a Ford fan since the early 1970s when I first started helping my Dad turn wrenches. We went through a series of Fords during my youth, including a '63 Fairlane, a '65 Falcon wagon, a '66 Falcon Futura, and a '67 Galaxie 500. All were powered by anemic (or so I thought) six cylinder engines. I didn't make it through high school without realizing that I needed more power to keep me happy.



The 428 Cobra Jet with Ram Air induction, 1970 style.

Fast forward to the 1990's. I bought my R-code 1970 Mach 1 in June, 1996 after 3 years of research and a few months of temporary fun with a 1970 M-code Mach 1. I bought the CJ car with a concours driven restoration in mind, so I immediately went to work looking for restoration experts and reliable information sources. I found information describing existing registries for 428 CJ Mustangs, but all proved to be dead ends! After two years of frustration I decided that it was time for *someone* to develop a reliable, free registry to benefit our hobby.

So here we are! Get in touch, participate, and enjoy!

Scott Hollenbeck

Registry Goals and Plans

OK, I know you're probably skeptical when it comes to Cobra Jet registries. Other registries have come and gone, leaving bad karma in their wake. I can't promise that I won't get hit by a Chevy tomorrow, but I can promise that I intend to make this work! I've enlisted the support of recognized experts like MCA Assistant National Head Judge Jeff Speegle, CJ expert Mike Ulrey (of *Mike Ulrey Classics*), and 69-70 expert Dean Pence (of *Vintage Mustang Musclecars*). If I don't have the answer to your CJ questions, these guys do! I'm also working to procure information from some of the earlier registry efforts so that the data collected isn't lost to time.

Finally, this registry and newsletter will always be *free* for those who participate.

Feature Car

This Mach 1 was purchased by its original owner in Williston, ND in October 1969. It was Medium Blue Metallic with a blue interior and equipped with a 428 CJ, 4 speed transmission, 3:50 *open* rear gears, shaker, rear louvers, and rear spoiler. The original owner had nothing but problems with the engine, and after many frustrating run-ins with Ford’s warrantee department he had it pulled and replaced with a 390. The car had a couple of owners after that. The 3rd owner “reunited” a 428 SCJ from a ‘69 Torino with the car, but soon ran into a deer and the Mustang was taken off the road. In October 1984, 15 years to the month from the quick Mustang’s birthday, Jon Elliott of St. Paul, Minnesota, bought it with only 60,000 miles on the odometer. However, as with many Cobra Jet cars, those 60K miles had been pretty cruel. The 8 year process of restoration has been rewarded well. Since completion in October of 1996, Jon’s Mustang has gathered four “first place” trophies in major local shows, two second-place “winner’s circle” trophies, a “Best of Show“, an Aesthetic Award from a Concours D’ Elegance, and a Sponsor’s Choice from the local FoMoCo assembly plant All Ford Show. Jon would be glad to assist other Mach 1 owners with any restoration information they’re looking for.



Jon Elliott's 1970 Mach 1.

Casting Dates



Intake manifold casting date detail.

I’m sure most of us are familiar with the “Year, Month, Day” casting date form commonly found on many cast Ford parts such as the intake manifold at left. In this example, the casting date of “9K2” represents October 2, 1969. Did you know that Ford used a different casting date format on Cobra Jet exhaust manifolds? Take a look at the picture at right, showing the casting number and date code detail for a C8OE-9431-B (late 69 – 70 driver’s side) exhaust manifold. See the “101068” at the bottom of the picture? That’s not a new long



Exhaust manifold casting date detail.

distance dialing service code, it represents a casting date of October 10, 1968! I haven’t seen this form used anywhere other than exhaust manifolds, so please let me know if you know of any other casting date trivia.

Registry Statistics

Total number of cars in registry: 17

	<u>Earliest 1968</u>	<u>Latest 1968</u>	<u>Earliest 1969</u>	<u>Latest 1969</u>	<u>Earliest 1970</u>	<u>Latest 1970</u>
Dearborn	8F02R189974	8F02R190020	9F02Q138136	9F02R216354	0F05R103230	0F05R141743
Metuchen	8T02R201818	8T02R201818	9T02R192221	9T02R192221	0T05R111287	0T05R124716
San Jose			9R02Q192732	9R02Q192732	0R05R118616	0R05R118616
	Total 1968:	3	Total 1969:	6	Total 1970:	8

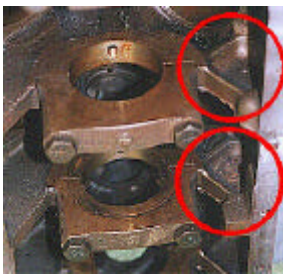
Feature Car

Kevin Langston's CJ is a 1969 Mach 1, Raven Black, shaker hood, close ratio 4 speed with 3.50:1 traction lok. It has the black/white interior, white seats and door panels with black carpet, upper trim, and headliner. Tach dash, occasional clock, 78,000 miles. Factory Hurst shifter, AM radio, power steering, power disk brakes, no A/C. 14 inch GT wheels with BFG Radial T/As. Add-ons include a replacement 750 CFM Holley (the original 735 is in a box), Pertronix ignition, MSD Blaster 2 coil, Hooker Super Competition headers, 2 chamber Flowmasters (way too loud, Kevin says), aftermarket slats, Rhodes lifters. It's complete, it's running, and it will probably never be "finished". It needs some TLC to perfect the suspension and brakes. Right now it's a 13 second car by comparing to a known 13.7 second reference. Needs more traction and more air filter area (K&N's new top perhaps?). It's a thirsty beast and demands a healthy diet of Un-leaded Supreme + octane booster and/or aviation gas. It will eventually need the usual spoilers and quieter mufflers. Kevin tells the following story: "Short dialogue with my wife after I finally got it all running well. I took it for a short test drive and came back quite a bit later. She asked "Where did you go?", to which I replied "around the block." She: "For 30 minutes?!?" Me: "It's a big block..." She even got



Kevin Langston's 1969 Mach 1.

Parts Identification

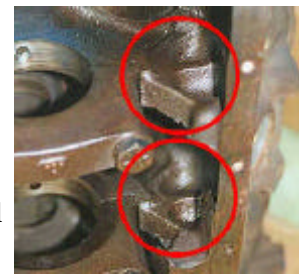


Typical FE main bearing web.

This will be a regularly occurring feature dedicated to 428 CJ parts identification. In this issue we'll examine the CJ engine block. Expect more on block identification in our next issue!

Blocks can be difficult to identify when they're installed in a car because there aren't any features that distinguish a CJ block from any other FE block. CJ blocks have been found with several different casting numbers, and some have no casting number at all! Date codes can provide a clue since CJs didn't start appearing in cars until April 1968, so an FE block with a 1966 date code can't be a CJ block. The only sure fire way to identify a CJ block

is to remove the oil pan and inspect the webbing that supports the main bearing caps. All CJ blocks include reinforced main bearing webs as seen in the picture at right. Thanks to Bill Lewis of the *Ford V-8 Engine Workshop* (<http://www.wrljet.com/engines/>) for permission to use these pictures.



428 CJ main bearing web.

Classifieds

Classified ads are always free for registry participants!

WANTED: C8OA-6394-A bellhousing, date code 9G-9J needed. D0ZF-12450-A (5800 RPM) rev limiter, functional and with all wiring intact preferred. Scott Hollenbeck; hollenbecks@erols.com, (703) 569-3308.

1967 - 1970 C-6 transmission crossmember, blasted and painted natural steel, \$50 plus shipping. Scott Hollenbeck; hollenbecks@erols.com, (703) 569-3308.

MUSTANG 428 COBRA JET REGISTRY

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Cobra JET |

We're on the web!
<http://members.xoom.com/CJ428>

We're on the Web!

Kevin Langston (e-mail Kevin_Langston@Dell.com) has graciously volunteered to create and maintain a World Wide Web site devoted to Cobra Jet Mustangs. While the site is pretty sparse at this moment, we're working to make it the web's best 428 CJ resource. Here's the temporary URL: <http://members.xoom.com/CJ428>

One of the benefits of having our own web site is that we'll have an easy way to deliver this newsletter electronically. Every issue will be available on the web for easy viewing and in Adobe Acrobat format for easy archival. Of course, those of you who don't have access to the Internet can still receive the newsletter the old fashioned way — just be sure that I have your postal address, and it should be in the mail at the end of every calendar quarter. I can be contacted at the address or phone number listed at the top of this page.

Finally, here's a shot of my 1970 Mach 1 (well, some of it anyway) on the day it left my house for the body shop in July, 1997. The picture has nothing to do with our web site, but I feel it's a good way to close this issue. My restoration project had to start somewhere, just like this registry project has to start somewhere. I look forward to working with all of you to make the registry project a success!

