

Cobra Jet Quarterly

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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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Feature Car



No, this is NOT a mirror image...



The business end of Adam Henderson's 1969 SCJ.

How many of us in the USA have seen a Mustang driven from the right hand side? Well, check out this 1969 SCJ Mach 1 owned by Adam Henderson of Brisbane, Australia.

According to Adam, "I think the car arrived in Sydney Australia in 1980 where it was converted to right hand drive. It was purchased by the previous owner in 1983 and transported to Queensland. I purchased the vehicle December 1994 , and have been restoring it since. The rebuild was from the ground up, and the major rebuild was the engine — this was the longest part of the restoration as I wanted it back to factory specification and sourcing some of the components were difficult. The car carries full road registration and is driven on a regular basis.". This SCJ came with several options for comfortable cruising, including an AM radio, air conditioning, power steering, tinted glass, automatic transmission, 3.00 open rear, and the usual Mach 1 appointments.

Editor's Corner

Summer is here and the show season is in full swing. I had a great time at the Carlisle All Ford Nationals earlier this month — lots of great cars and parts; it was perfect until the RUG-AZ transmission I picked up leaked gear lube all over the trunk of my daily driver. I'm STILL trying to get the stink out of there!

There have been quite a few interesting hobby developments since our last issue. There are some new books and services on the market, and yours truly bought it all to provide reviews for you my faithful readers. Take a peek inside and let me know what YOU think!

Scott Hollenbeck

Cooling Fans

During the course of my restoration project I've heard many different opinions about OEM cooling fans. Over the next two issues I'll try to describe my findings.

There appears to be a lot of agreement that 1968 CJs received a 7 blade, 18.25" fixed pitch fan marked with a C8OE-B casting number that required a fan clutch. There also appears to be a lot of agreement that 1969 CJs were equipped with a 7-blade, 18.25" fixed pitch fan marked with a C9ZE-E casting number that required a fan clutch. I've seen references to several fan clutches in use depending on the build date of the vehicle. 1969 SCJs appear to have been equipped with flexible pitch fans requiring a fan spacer. Things get interesting in 1970; I'll cover that in the next issue.



C9ZE-E fan detail.



C9ZE-E fan.

The correct finish for these fans appears to be a mildly glossy black consistent with dipping. Runs and other imperfections are not out of order.

428 CJ Rebuild Project

In the near future I'll have the engine targeted for my 1970 Mustang rebuilt by a local shop. I've just started the investigative part of the project, looking for shops that have experience building FE engines. There aren't many around any more! Quite a few of the newer shops have a lot of experience with newer 5.0L Ford and small block Chevy engines, and while they all claim that they can handle a rebuild project I want to find someone who has actually done an FE engine before. Thankfully I've found two local shops that have been around for a long time, and both owners have worked on engines for at least 30 years. One of the shop owners admits to being a Ford man, the other admits to being a Chevy man. Guess which one I'm leaning towards?

I plan on providing a full report as this part of my project progresses. I plan on building a street motor that looks 100% stock from the outside, but has modern upgrades inside: a modern cam, stainless steel valves, double roller timing chain, gapless moly rings, etc. As usual, your thoughts and suggestions are welcome!

Registry Statistics

Total number of cars in registry: 241

	<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	8F02R135007	8F03R220808	9F02Q138136	9F02R216354	0F04Q102426	0F05Q189019
Metuchen	8T03R161188	8T02R218099	9T02R121681	9T02R192221	0T05R111287	0T05R128561
San Jose	8R02R159556	8R01R171554	9R02R131652	9R02Q192732	0R05R100045	0R02R151252
	Total 1968:	192	Total 1969:	16	Total 1970:	33

Book Review: "Mustang ... by the Numbers"



"Mustang ... by the Numbers", by Kevin Marti, is the first in a series of books that Kevin hopes to publish containing actual production figures from Ford Motor Company records. Do you want to know exactly how many 1970 Mustangs were equipped with 428 CJ engines? It's in here, and it's NOT the number you may be familiar with! I'll provide the number at the end of this issue *.

Kevin's company, Marti Auto Works, recently purchased complete 1967 – 1973 production records from Ford. According to the book, "The information provided herein was processed from each individual report on every Mustang built from 1967 to 1973. The data represents the full and final accounting of all scheduled and built cars. There are no guesstimates. In fact, the data base that Marti Auto Works has even contains serial numbers for cars that were scheduled to be built but, in fact, never were built (like the seven 1971 Boss 302 Mustangs!)."

I've found this inexpensive book to be an invaluable resource. It includes production figures for paint and trim, engines and transmissions, production by DSO, popular options, and graphs of production trends. It doesn't answer all of the questions you might have, but Kevin can do that with a phone call! The book is now available

Book Review: "The 1969 Cobra Jet Engine Reference Manual"



"The 1969 Cobra Jet Engine Reference Manual", by Joe Sikora, has also recently become available at many of the larger parts vendors. I've purchased parts from Joe before, so when he started advertising his book online as "your complete guide to the restoration of these engines" I found my interest piqued. Joe admits up front that "this manual describes the norm, not the exception". Unfortunately, there are always a lot of exceptions! For example, I personally have documented original exhaust manifold date codes and power steering pulley casting codes that are not described in Joe's book. If you take Joe's word as gospel, you might incorrectly assume that an original part is not correct for your car when in fact it just may be! Having said that, though, I still found the book interesting once I put everything in context.

For more info, contact "The Detail Shop" at (757) 583-4873. Retail price is about \$20 US.

FE Club of America

Did you know that there is a club dedicated to Ford's FE engine family? Dan Cain of Reliance, Tennessee is the driving force behind the FE Club of America, or F.E.C.A. For about \$24 US per year, Dan provides a monthly newsletter, delivered by postal mail, dedicated to vehicles sporting FE engines.

The big news for the near future is the inaugural FE Shootout 1999 to be held at the 411 drag strip in Knoxville, Tennessee on Saturday 31 July, 1999. This is an FE-powered only drag racing event with racing broken into six classes from stock to all-out wild! There will be prizes for first, second, and third place in each class, a show field, and a swap meet. National coverage will be provided by "Mustang & Fords" magazine. See the side bar for contact info.

F.E.C.A.

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I'm always open to including articles from guest authors. If you have something that you'd like to write about, *please* let me know! I'm particularly interested in any and all technical information, especially when it comes to comparing parts or restoration details. I could really use some insights from those of you who own 1968 and 1969 CJs!

Please remember to keep me informed of changes to your e-mail and/or postal mail addresses. If you don't receive a newsletter at the end of a quarter, there's a good chance that I might have lost your address. Please feel free to get in touch with updates or queries at any time.

* According to "Mustang ... by the Numbers" by Kevin Marti, there were 3,959 1970 Mustangs equipped with a 428 CJ engine. Statistic courtesy of Marti Auto Works.

Events

... and so concludes the last issue of our first year. I still haven't done much formal advertising, mostly out of fear that this project might become a real job! Please consider some upcoming events while I ponder what this project can become.

July 9-11, MCA National Show at Corporate Woods, Overland Park, Kansas. For info contact Barb Taylor (913) 831-0828, Rick Lage (913) 649-8356, Jack Botic (913) 631-2027, or Lorne Willard (816) 455-2631.

July 30 – August 1, Summer Carlisle Swap Meet at the Carlisle Pennsylvania Fairgrounds. For info call (717) 243-7855.

July 31, FE Shootout 1999 sponsored by the FE Club of America. Contact Dan Cain at (423) 338-0064 for info.

September 3-5, MCA Grand National Show in Houston, Texas. Contact Jerry Moye at (281) 487-5546 for more information.