

Cobra Jet Quarterly

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428 Cobra Jet Clutch Forks

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!

Manual transmission clutch forks (basic part number 7515) are the focus of this edition's parts ID column. It's not widely known that the clutch fork used in 1970 is unique to that year — note the D00A-A casting number. The 1968-1969 fork has a C80A-A casting number. Though both of the forks below can be used with 428 CJs from all three years, the 1970 piece is readily recognized by its unique spring mounting end (which is visible when installed). I've seen 1968-1969 forks for sale at around \$25 US, and 1970 forks for sale at around \$50 US. Bill Upham of Mansfield Mustang still carried both types for sale when I last spoke to him a few months ago.



1968-1969 and 1970 (top) clutch forks

Difference in detail; 1970 to left

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Spring Greetings!

I hope everyone made it through the winter in one piece! The show and swap meet season has already started in some parts of the USA, and I can't wait to start scouring meets for parts again! Too bad they get more expensive every year.

People who pay attention to detail will notice a sharp increase in the number of vehicles noted in the Registry statistics. With the permission of the authors, I'm incorporating vehicles noted in *The Mustang Production Guide*. I haven't come any where near getting the data entry done, so please bear with me.

Scott Hollenbeck

Feature Car

How many 1970 Grandes have you seen? Of those, how many have been equipped with a 428 CJ? Not many, I'll bet! Here's just such a beast, owned by Eric Waelti of Johnson Creek, Wisconsin. Here's the scoop from Eric himself:

"The car was ordered from Carlon Ford in Monticello, Wisconsin to pull the ski boat of the original owner. The car did sit for a while with a broken leaf spring mount for some years (I do not know how many). I do know the first owner was a farmer near Monticello, Wisconsin as was the second owner. The third owner, whom I bought the car from, restored the exterior and interior. Far as I know the only deviation from stock is an AM/FM radio from a Maverick and a change in rear gear from the peg leg 3.25 to a Traction-lok 3.50. As for options it had almost none — no power brakes, drums front & rear, no power steering, no tach, standard AM radio, 4-speed, and of course most unusual the Grande package. I have not had a chance to take it to the drag strip but I hope to in June. I will not run the car to its full potential though because of its uniqueness."



Eric Waelti's 1970 Grande



Our favorite engine, 1970 Q code style

Registry Statistics

Total number of cars in registry: 238

	<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	8F03R220236	9F02Q138136	9F02R216354	0F04Q102426	0F05Q189019
Metuchen	8T03R161188	8T02R218099	9T02R121681	9T02R192221	0T05R111287	0T05R128561
San Jose	8R02R159556	8R01R171554	9R02R131652	9R02Q192732	0R05R100045	0R02R151252
	Total 1968:	192	Total 1969:	13	Total 1970:	33

Mad Max?

One of the more unusual owners I've encountered through this registry project is "Bernie Ramone" (true identity unknown) of Brisbane, Australia. He calls his '69 "Muzzi" and the "Dust Collector", but also reports the following:

"I've owned the black beast for 16 years now. Don't get it out much, but it's still a car that can give me a hot rush of adrenaline when I squeeze the accelerator down at the lights. You know the take offs I mean ..heheh.. when you accelerate just that little bit harder than the tyres will grip. That's one of my favorites, or try and see how slow you can take off and still chirp the tyres.

I am presently the secretary of the Falcon GT club of Queensland here in OZ, and as you can see by some of these photos some of our club runs can be a chance to clean out the cobwebs.

My old Stang is very original throughout, all the standard CJ components. Colour's been changed from "Black Jade" to "Midnight Black" when the car was doing the show circuit in the late 70's. The paint is probably 20 years old now, and is the last thing to do to finish the resto.



Bernie warms up the skins



Heading for the outback?

Will send in some more right hand drive CJs when I can. Hope to see lots more 428s in the registry, and heaps of good stories of kickin' Chevy a\$%."

Minor edit above!
Well, maybe Big Bern isn't Mad Max, but he sure sounds like a kindred spirit!



"Muzzi" in a rare restful moment

Mike Ulrey: Retired?

I'm sure some of you have either heard of or done business with Mike Ulrey of Nashville, Indiana, owner of *Mike Ulrey Classics*. Mike has been an automotive hobbyist for more than 40 years, with more than 30 of them spent working with 428 Cobra Jets. I personally have asked Mike to provide and restore a correct transmission, carburetor, distributor, and numerous detail items for my restoration project. Thinking that Mike would be there through the duration of my project, imagine my surprise when I recently found out that he's retiring!

Well, sort of. When I spoke to Mike recently he claimed that he's looking to get out of the parts business, and that Spring Columbus (3-4 April) will be his last swap meet. After liquidating his inventory, he's heading for the warmer weather of Florida.

So look for Mike at Columbus and wish him well! He says he'll be *giving* parts away come Sunday!

MUSTANG 428 COBRA JET REGISTRY

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Cobra JET |



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.

Swap Meet Dates

Feel free to pass on announcements of local shows and swap meets, keeping in mind that this newsletter is published only once each quarter. That said, here are dates and locations for some of the larger swap meets taking place this spring and summer. Sorry for the east coast slant, but hey, I can only write about those I know about:

*April 3-4, 20th Anniversary Columbus Spring Meet for all Ford, Lincoln, and Mercury vehicles. Columbus Exposition Center in Columbus, Ohio. For info call Bob Cochran at (614) 475-3585 or Sandy Sherrod at (614) 235-5833.

April 16-18, 17th annual Spring Englishtown Swap Meet and Auto Show in Englishtown, New Jersey. For info call (732) 446-7800.

April 22-25, Spring Carlisle Collector Car Swap Meet, Corral & Toy Show at the Carlisle Pennsylvania Fairgrounds. For info call (717) 243-7855.

May 21-23, Spring Carlisle Mid-West Collector Car Swap Meet, Show & Corral at Interstate Center in Bloomington-Normal, Illinois. For more info call (717) 243-7855.

*June 4-6, Carlisle All Ford Nationals at the Carlisle Pennsylvania Fairgrounds. For info call (717) 243-7855.

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

*Spring Columbus and the Carlisle All Ford Nationals are a MUST for the serious parts hunter!