

### A Grand Time

I recently attended the Mustang Club of America Grand National meet in Kingsport, Tennessee, August 7-9, 1981. I am writing this letter to let you know how impressed I was with the meet.

It was nice to see such an impressive attendance in both participants and spectators. With such a crowd, I felt the registration was well organized and went very smoothly. Judging was done fairly and by people most knowledgeable on Mustangs. I have never seen a more beautifully restored group of Mustangs. The awards banquet was most delightful and the food delicious.

I have attended other Mustang shows in Atlanta and Knoxville, but have never been to a show where the community people were as courteous as the people in Kingsport. The people at the Ramada Inn and the Kingsport Mall did everything possible to make my stay an enjoyable one.

This was my first meet as a participant. I entered my 1965 Mustang 2-2 fastback in Stock-Jr. Division. I was awarded third place and was given a lot of good pointers from a lot of nice people.

I am proud to be a member of the Mustang Club of America. My hat is off to all the hard working people who made the meet such a huge success. Keep up the good work!

I am shooting for first place at the next meet!

Louie F. Smith  
Chattanooga, Tennessee

### Cobra-Jet Question

I have recently bought a 1969 Mach I 428 Super Cobra-Jet Ram-Air with automatic transmission. I am curious as to how many of these cars were made and its approximate value. Any help would be appreciated.

Greg Vannoy  
Hopewell, New Jersey

Greg, according to Jerry Heasley's "The Ford Mustang, 1964-1973" book: "After a mid-year start in 1968,

the 428 street stromer returned [in 1969] as the Cobra Jet and a slightly new configured Super Cobra Jet. Differences between the two are not super, however, but subtle. First, Super Cobra Jets came in cars equipped with the 3.90 or 4.30 rear axle. Super CJs use the capscrew connecting rods rather than those with the nut and bolt; and SCJs are distinguished by an oil cooler mounted in front of the radiator. Modified intake valve size is slightly larger — 2.097 inches versus the 2.092 inches of the standard CJ. The Select Shift Cruise-O-Matic and four-speed close ratio transmissions were the only available accompanying power teams. . . The 428s were available with or without the ram-air via the functional shaker hood scoop."

We have no figures showing how many were produced. As to value, you are on your own but we'll opine that it would be worth a premium over a "standard" Cobra-Jet. You've certainly purchased a valuable and rare car.

### Smoky Situation

I have a 1964 Mustang coupe purchased new from the local Ford dealer in November, 1964, for \$2,675. It is a 200 cid six-cylinder with the Cruise-O-Matic and a few options. Lately a quantity of blue (oil?) smoke is coming from the tailpipe when I pull away from a stop light or after idling. I usually do my own maintenance on the car, such as frequent oil changes, oil filters, plugs, etc. The car has 60,000 miles on it and is beginning to use a little oil. I had a mechanic check the compression and all six cylinders checked out good to excellent. He said that I needed a valve job and new "seals" to correct the problem, indicating that this is not uncommon with the Ford six cylinder. What is your opinion?

George A. Wible  
Morton Grove, Illinois

It is always risky to try to diagnose car problems through the mail, but in

this instance we would have to concur with your mechanic's judgement. Not just the Ford six, but any engine with 60,000 miles without a rebuild is going to have some wear in its valve stem seals. Sure, there are other conditions that could cause the smoking that you are experiencing, but this is the most probable problem.

Since you seem to do a good bit of your "wrenching" yourself, perhaps you would want to tackle this repair, rather than entrusting it to a professional mechanic. There are few jobs easier than a six-cylinder. Simply remove the head and take it to a competent machine shop to have it rebuilt, then replace it. Often you can get a better job this way and it will cost you less, too. Thanks for writing!

### Guzzler Muzzle

Due to the cost of fuel in the eighties, I made a number of modifications to my 1971 Mustang Mach I with the design of increasing the gas mileage. I thought my experiences would be of some interest to the rest of the membership.

In the beginning the car was equipped with a 351-2V, a three-speed transmission, and no power equipment or air conditioning. A previous owner had removed all the emission control equipment.

First of all, I installed a Holley 650 cfm four-barrel and aluminum intake manifold. Next a set of headers was bolted up, using 3-inch collectors and 2¼-inch exhaust piper tapering down to 2-inch at the rear exit. Hush Thrush mufflers were used.

The rear axle was changed to a 2.75:1 limited-slip unit and I installed a Pro-Stock brand camshaft having .505 inch lift and 290 degrees duration. This was in an attempt to improve low and midrange power to better "pull" the lower final drive ratio. Hi-rev anti-pump-up hydraulic lifters were installed along with the cam.

Due to the difficulty of getting the car rolling with the high rear gear, and the resulting clutch wear, I installed a four-

speed transmission. This proved very time consuming due to the fact that no one could tell me if a four-speed from a 1967 390 GT Mustang would fit into my 1971. It will, but two points have to be considered. The 1971 Mustang requires a tailshaft with the shifter mount on the very end. The second problem concerns the input shaft. The 390 four-speed has an input shaft 1/4-inch shorter than the 1971 three or four-speed. I did not try to swap the two parts because I could not be certain that they would swap. The difference in length seems to make little difference in operation.

The speedometer cable holes are on the opposite side so a different cable is required. Another sore point is the shift linkage, which proved very difficult to modify to fit. Due to the length of the linkage a shifter for a 1971 Mustang must be used.

The results of all this work was a very satisfying increase in the gas mileage, from 17 before the modifications were begun to 25 after (highway mileage) with increased performance to boot.

I am now seeking information on installing a factory tachometer in this car. I have the complete gauge assembly with the underdash wiring and the engine harness. The car already has the center gauge cluster. Can any reader help?

Brent E. Walker  
APO New York, New York

### Codes Continued

I would appreciate it if you could decipher the warranty plate of a Mustang that I recently purchased. Some of the numbers were hard to see, but they seem to be warranty number 5F08A623929, body 76A, trim 22, color M, date 06B, dso 26, axle 1, trans 5. Thank you for your help.

Ken Rose  
Charlotte, North Carolina

Your car is a 1965 convertible with a 289-4V, four-speed transmission, and a 3.00:1 rear axle. It is white in color, with a medium and light blue vinyl fabric and vinyl interior. It was

built at the Dearborn assembly plant on February 6, 1965, for delivery in the Washington district. Thanks for writing.

### ... And Continued

I am a member of the newly-formed Wiregrass Region Mustang Club in Dothan, Alabama. My Mustang is a 1966 baby blue coupe with 130,000 miles on it. This was my first car and was purchased for \$550 in 1973 when I was seventeen and it had 80,000 miles.

Here are my warranty plate numbers: warranty 6F07C273581, body 65A, color F, trim 22, date 03C, dso 21, axle 6, trans 6. I would appreciate any information you could provide on these numbers. I am urging all of the other members in the club to send in their numbers to the "In Search of Mustangs" project, too.

Neil Willis  
Dothan, Alabama

Your car is a 1966 Mustang two-door hardtop with standard bucket seats, a 289-2V engine, a C-4 automatic transmission, and a 2.80:1 conventional rear axle. It is Arcadian blue with a blue interior. It was produced for the Atlanta district at the Dearborn plant on March 3, 1966. Thanks for your help and support for the "In Search of Mustangs" project.

### ... And Continued

I have a 1965 Mustang coupe. Could you please decipher these numbers for me: warranty 5F07F166184, body 65A, color A, date 13F, trim 46, axle A, trans A, dso 81. Thanks!

Dave Keiver  
Powell River, British Columbia

You have a 1965 Mustang two-door hardtop (coupe) with an engine code (F) we can't decode. Ditto for the trans code (A). The axle code is that of an Equa-Lock (limited slip) rear end with a 3.00:1 ratio. Color is black with a trim code that does not appear in the 1965 table. It does ap-

pear in the 1964 1/2 table as white vinyl (with black instrument panel pad, carpet, and radio-defroster grille) but this seems an unlikely combination. The dso translates to Ford of Canada and this is the probable reason for the funny codes. We hope some kind Canadian expert can clue us in to the differences in Canada-bound warranty plate codes. It seems to have been built at the Dearborn plant of June 13, 1965. Thanks for writing and here's hoping that we will be able to clear up these other codes in a future issue.

### ... And Continued

I just received my September issue of the *Mustang Times* and would like to let you know how much I enjoy reading it. Since I just joined the club last month, I have a few questions that I would like to ask. In what year did they make the first Mustang? Could you please decode my warranty plate numbers for me? They are warranty 7F01C209590, body 65A, color 6, trim 2F, date 06F, dso 41, axle 0, trans W. I would appreciate any help you can give me.

Robert Pannell  
Chicago, Illinois

Glad to have you aboard. The year in which the first Mustang was made is 1964. The car was introduced on April 17, 1964 and according to date codes on existing cars, production began on March 3, 1964. Ford maintains that production began on Monday, March 9, 1964, but it is hard to refute the evidence of warranty plates with "03C" date codes!

As for your warranty plate, it shows that you have a 1967 Mustang two-door hardtop with bucket seats, a 289-2V engine, a C-4 automatic transmission, and an unknown rear axle code. (If that "0" is a "C", then you have a limited-slip axle of 3.20:1 ratio.) Your car is (or was!) a particularly pretty color combination: Pebble beige with saddle interior. It was produced at the Dearborn assembly plant on June 6, 1967, for delivery to the Chicago district.