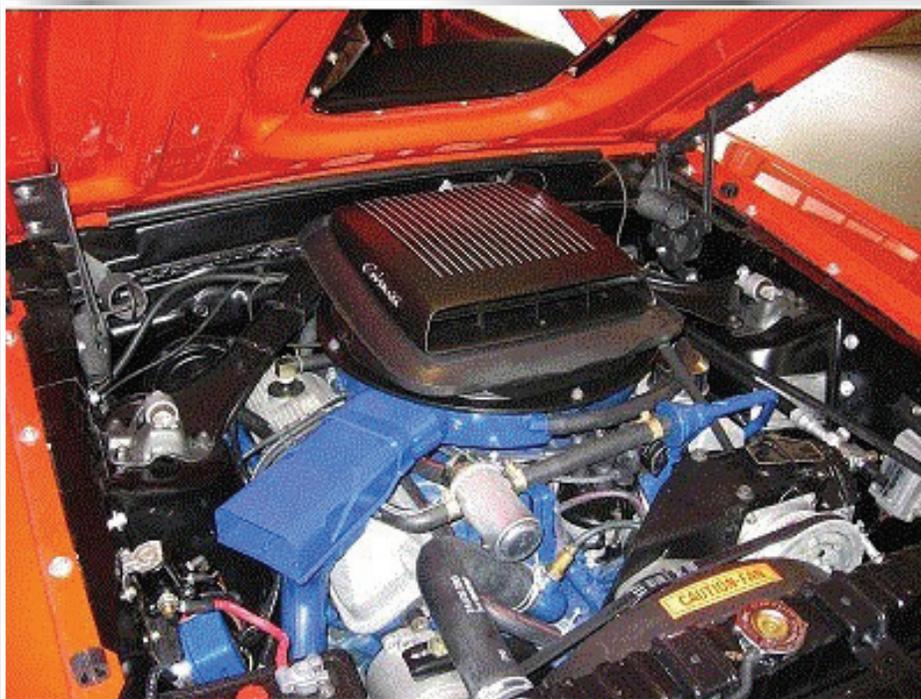




APRIL FEATURE

428 COBRA JET HISTORY

By Bill Barr



Bill is an old friend of mine. I think we could use his story of the 428 development for our newsletter as long as we give him credit. Bill has been retired for several years and lives in Naples. Rod Kurowski

My name is Bill Barr, retired from Ford Engine Engineering. Starting in the fall of 1962 I was the Dynamometer Development/Test Engineer for the 1963 Indianapolis pushrod engine and then one of the five engineers in the Indy Engine Group for the 1964 DOHC engine. The 1964 group included a supervisor, a principal engineer, five design engineers, and a Dynamometer Coordinator. The 1965 Indy Engine Group expanded by one engineer. After the 1965 race for which 50 "production" race engines were built and sold (and Jim Clark won the 1965 Indy 500 race), the Indy Race Group was disbanded and personnel were dispersed to other engine engineering projects.

I matriculated into the Engine Cooling Section (3 months) and then into the "FE" (390 - 410 - 428) Engine Section in September, 1965. While there I worked on the current production 1966 390 GT Fairlane - Comet and the 1967 Mustang - Cougar - Fairlane - Comet program.

The 1967 Mustang 390 GT was a disappointment to Mr. Tasca of Tasca Ford in Providence, RI. In late 1966 Mr. Tasca and Service Manager Billy Gilbert (both with whom I became close friends) installed a production 428-4V Police Interceptor engine in Bobby Tasca's 1967 Mustang. Billy Gilbert persisted in modifying and

tuning the engine and the chassis to make Bobby's Mustang outperform Chevy and Mopar products in and around Providence. When Bobby's car was quite successful, Mr. Tasca named the final combo the "King of the Road 1968" (KR-8). Presumably, Mr. Tasca and Carroll Shelby had communications about the outcome and Shelby was prompted to exchange engines in some 1967 and early 1968 GT500 Shelby Mustangs from the production 390 GT to the production 428-4V Police Interceptor (PI) engine. The 1967 and early 1968 428 Shelybs were built with the production 428-4V PI because that was the only EPA-CARB certified product available. Nearly simultaneously, Mr. Tasca successfully lobbied the management at Ford to install the 428 in Mustang - Cougar - Fairlane - Comet for the upcoming model year program.

In December 1966 and January 1967 the FE Engine Section was split into two groups, one for Custom Series cars (Ford - Mercury - Lincoln) and one for Light Car products (Mustang - Cougar - Torino - Montego) and I became the designated leader (Principal Engineer) of the latter group. Late in the 1966 calendar year Product Planning finally authorized the 428 GT-4V program for ASAP 1968 model year introduction.

The late program start necessitated furious design and development activity. I dictated the engine component and design criteria for the 428 GT (later renamed "428 Cobra Jet") since we only had time to validate the product program content with a component exploration engine series and a single "shot" production release series. The program was engineered, designed, tested, validated, released, and certified between January 1967 and August 1968.

Although many early Mustang articles suggest that the 428 Cobra Jet was designed by Mr. Tasca, there are in fact more than 30 design differences between the components used by Mr. Tasca, the

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The Rotunda Times



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ATTENTION ALL MEMBERS

When you hear of a member/spouse's death, please get all the information such as the funeral home and address, viewing times and dates, and the service time and date.

Then contact one of the following people:

Jim Crawford

734.259.8079 or jcrawfo1@wowway.com

Bob Guetschow

248.328.9113 or guetschowr@yahoo.com

These folks will ensure that the membership at large knows of the death.

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The Ford & Mercury Restorers Club is a hobby organization whose purpose is to foster and promote the acquisition, preservation and use of all Ford vehicles.

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2019 APRIL PRESIDENTS REPORT

Hello Members,

April has been one busy month for our board members. Everything is in order for our May 3rd dinner dance. Invitations have been mailed out, so make sure when you receive them please RSVP as soon as you can. Awards have been ordered for our charter members and past presidents along with a nice surprise for our members that attend the dinner dance. Hope everyone will come out and attend our 50th year celebration.

Jesse Grandy, Cole Grandy's son has designed a new 50TH YEAR LOGO for our club. Our members have approved it to use for celebrating our 50th. We have ordered new club hats, and will be taking orders for new club jackets with the new logo on them. We will also have hats with the original logo on them along with our sweat shirts and original vintage t-shirts available also.

Our July 20th swap meet t-shirts have been designed and will be ordered soon. This year they will also have the 50th year logo on them.

Our advertisements for Dearborn 2019 swap meet are in the April, May and July additions of Cruis'News.

Our MINI-SWAP MEET at our April 2nd meeting did not turn out so well it was just too cold. Normally this was in June, we decided to have again in June. We will have our auction at our May 7th meeting, so if you have items to sell then you could auction them off at our meeting. All proceeds from the auction will go to our club.

So dust off those shoes and press that suit (that is if you want to wear one not mandatory) and come out to our 50th year Dinner Dance. We'll be lookin for you.

That's it for now members
***YOUR PRESIDENT,
JIM CRAWFORD***

CALENDAR OF EVENTS

MAY 1:
**MCFADDEN FRIENDLY MOTORS 14TH ANNUAL
CLASSIC MUSCLE CAR SHOW**
WEDNESDAY 5PM TO 8PM
LOCATION:
11628 M140 HWY • SOUTH HAVEN MI 49090

.....

*The Ford and Mercury
Restorers Club of America
50th Anniversary
2019 Dinner Dance*
Friday, May 3rd, 2019 • 6:00 p.m.

.....

MAY 7:
FMRCOA MEETING

.....

MAY 18:
**GREAT LAKES STAMPEDE ALL
FORD & MUSTANG CAR SHOW**
LOCATION: 12240 S. BEYER RD. • BIRCH RUN, MI

.....

**CHECK OUT FMRCOA.ORG CLICK ON
EVENTS PAGE FOR CLUB EVENTS /OUTINGS**

WANTED!



YOUR CAR!

The Rotunda Times would like to feature your old car or truck in an upcoming issue. We are interested in how you came about finding your vehicle of choice, and what you have done to enhance its beauty, and/or mechanical condition. Simply mail or email us your article accompanied with a photo to:

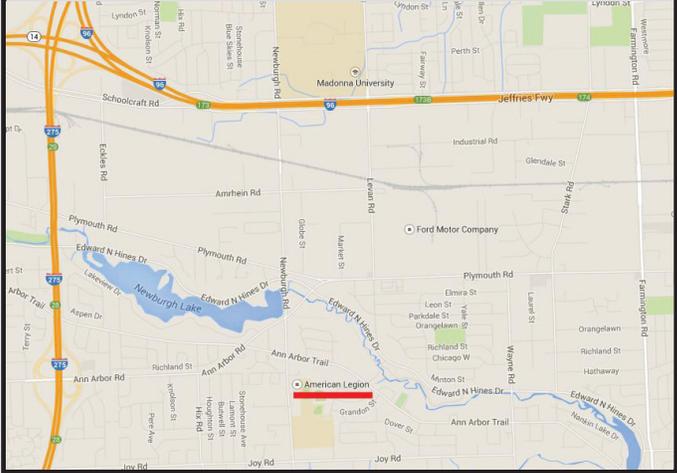
TIM PUSILO
313.278.1325 • dean35aw@gmail.com

Our monthly club meetings are held at
AMERICAN LEGION POST 32
9318 Newburgh Rd. • Livonia, MI 48150
Between Plymouth and Joy Roads

This is a great facility where we had our last dinner dance. It has large parking lot (to the south) enabling club cars to easily park together.

Meetings are on the first Tuesday of each month and begin at 6:30pm with a snack.

DO BRING A FRIEND!



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APRIL 2019
FMRCOA MEETING MINUTES
APRIL 2, 2019

- Badge awards given out. Tom Bauld
- Dinner Dance awards for pasted Presidents, Charter Members, will be ordered tomorrow. Other invites (John Clor, Skip Anderson, Kathy Harper and Mike Stanford).
- Jesse Grandy has designed a new 50th year logo for our Swap meet and t-shirts. Which one should we use. Membership selected light colored logo.
- Entertainment for dance is Wally Gibson band, a surprise guest and we will also have a photographer there to take your picture.
- Dinner Dance menu finalized.
- Dinner Dance invitations are sent out.
- Mini-swap meet was a bust in April, we will go back to June. May meeting we will have our auction. Work shop Hero demo was started.
- Where are we on membership renewals. (Barb reported 173)
- Report on advertisements for the cruis'news. Jim showed our full page ad.
- Discussion on themes for club meetings.
- Club event to Motor City Solutions on Saturday April 13th, 2019 at 10:00am. Also on April 27th our club will visit the Detroit Historical Society in Detroit. See signup sheet.
- Car talk, Show and Tell, 50/50 adjourn

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APRIL FEATURE CONT. 428 COBRA JET HISTORY

428 PI, and the released 428 CJ. The comparable power outputs are as follows:

Engine	Advertised Power (A-Curve) *	Actual "Engine as Installed" (B-Curve) **
390 GT	325 HP	273 HP/360 ft-lb
428-4V PI	345 HP	300 HP/395 ft-lb
428 CJ	335 HP (411 actual)	335 - 340 HP/418 ft-lb (428 engine signoff level)

* ALLOWED MAXIMUM POWER CONDITIONS FOR TEST: Maximum compression rated, maximum clearance, no air cleaner, exhaust headers, minimum exhaust back pressure, maximum carburetor air flow (no choke plate or throttle plates), high-hour engine with no alternator, manual control of fuel and spark: optimum (LBT) fuel and spark (MBT) advance, power level corrected to 60° F at sea level standard barometer.

** "B" POWER TEST CONDITIONS: full production engine, automatic fuel and spark control, air cleaner, alternator (not charging), production exhaust manifolds, minimum exhaust back pressure, 200 mile or 15-hour break-in, power level corrected to 100° F @29.5" HG.

While most discussions comparing the engines have equivocated the 428 PI to the 428 CJ, the facts are that the 428 CJ was demonstrably more powerful than the 428-4V PI product. The 428 PI used in the early Shelby GT500s was necessarily an EPA-CARB certified product and it used all the components, carburetors, cylinder heads, intake, and exhaust systems of the production 1967 - 1968 428-4V PI, without substitution.

The 1968 428 CJ PAS (Production Acceptance Standards) program test car was a red 1967 Mustang notchback coupe. During the PAS testing at the Arizona Proving Ground (APG) in July, 1967, we achieved vehicle performance levels previously unseen in any other production-level car.

Quarter mile	13.4 seconds @ 108+ MPH
0 - 4 seconds standing start acceleration	108 feet
0 - 10 seconds standing start acceleration	793 feet

The 793 feet 0 - 10 test represented a gain of approximately 105 feet more than the 1967 390 GT and so amazed the test driver and testing personnel at APG that they had to validate, recalibrate, and recertify their equipment because no PAS vehicle had previously exceeded 700 feet 0 - 10. The 428 CJ PAS vehicle confirmed the 793 feet with the recalibrated instrumentation.

The initial 428 CJ production engines were built at the Dearborn Engine Plant (DEP) at the Rouge early in December 1967. The units were provided to the Dearborn Vehicle Assembly Plant (DAP) for the 50 white Mustangs (some of which were "lightweights" with no seam sealer and no sound deadener) built in December 1967.

The 428 CJ regular production engine installation at DAP commenced in February, 1968. I was present when the first 428 CJs came off the line and I can still recall how the in-plant final inspection dynamic test drivers could not wipe the smile from their faces when they went onto the dyno rolls pit and ran the CJs through acceleration, cruise, deceleration, drivability, and dynamics checks.

This article has been edited by Scott A. Hollenbeck.

APRIL 2019 FMRCOA BOARD MEETING MINUTES

- Dinner Dance awards for past presidents, charter members, are ordered. Also invited Skip Anderson, Kathy Harper Mike Stanford John Clor and Mike Rey to our dance.
- Selection of T-shirt design finalized new 50yr design approved.
- Entertainment for dance is booked. Bill Burhart comedian, and a photographer.
- Dinner dance invitations are printed stuffed and mailed.
- Our membership secretary reported 173 total. Jim called about 20 members 10 will rejoin.
- Discussion on what we really need for dinner dance to display history of the club. Get artifacts from Kris Ulery. Set up meeting for gathering history.
- Discussed themes for club meetings. (Best club memory)
- Club event to Motor City Solutions. April 13th
- Trip to Detroit Historical Museum. April 27th.
- Additional Administrator on our Facebook page. (Dale LeVasseur)

ROVING REPORTER
by Lou Ironside

The March / April timeframe use to be filled with small swap meets, but sadly most of those are now relegated to memories. One swap meet however has not only been resurrected, but under normal conditions thrives. The old Chevrolet Club swap meet was just about dead, when it was sold to Nick and Sue Avina. They spent a lot of time, effort, and money and not only brought it back from the dead, but grew it bigger than ever. However, this year mother nature threw a “curveball” at the meet and in spite of everything, it was certainly a disappointment

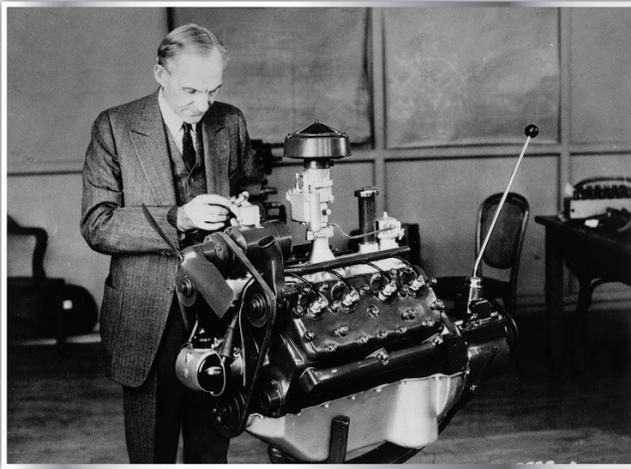
to vendors and spectators alike. Set-up day was sunny, mid-60’s, but windy. On Sunday the weather was cold driving rain, temperatures in the middle 30’s, and even higher winds off Lake Erie. Of the 500+ spaces sold, probably 40 or so vendors were set up. The crowd was small, but those who attended were seen carrying purchases to their cars. Although not a total washout, it was about as close as you can get ! But, this is Michigan and you certainly cannot depend on nice weather, even in July.

PHOTO FROM THE PAST
by Lou Ironside



Over the years many automotive related companies have used a car as part of the advertising for their establishment. In the Detroit area there is the Wetmores on Woodward Ave. which has the “disguised” 64 Chrysler on the roof. A long time ago there was a 1936 Cord on a pole at 14 Mile and Mound Rd. in front of a collision shop. At 18 Mile and Van Dyke there was a 1932 Chevrolet on the roof of a repair shop. And a junkyard on 8 Mile near John R had the remains of an old steam car on the top of the building. With the exception of the car on the roof of Wetmores, all the cars are now gone. But, in Charlotte, N.C. there is a 1936 Ford truck on a pole which still stands guard over “The Body Shop”. The truck has been atop the pole 30 feet up in the air for almost 40 years. Due to the climate in N.C. the car has remained in very good condition, were the cars in Detroit area which were mostly in the open, slowly rusted away. Displays like this are the remnants of an “age gone by”. Now a digital full color message board tells of the services offered. Personally, I liked the cars on the pole better, those I can relate too.

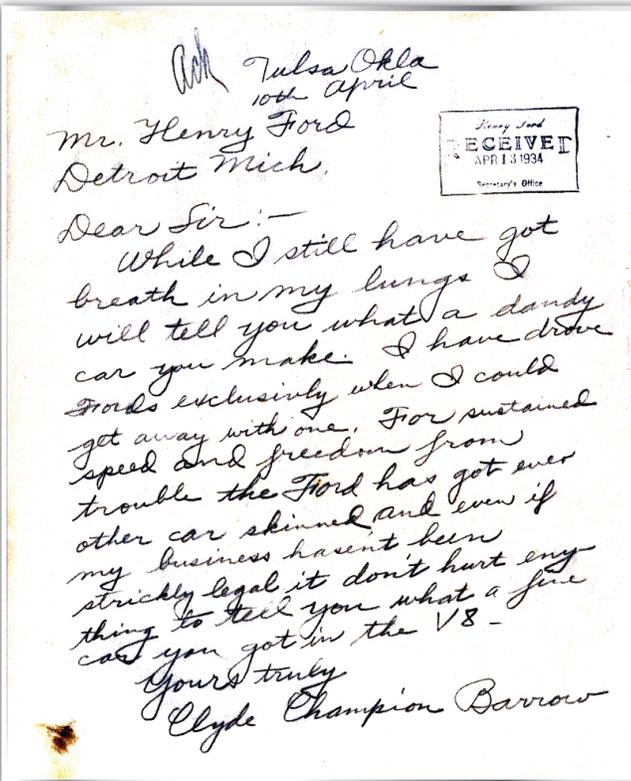
BONNIE AND CLYDE PRAISE FORD V-8S @FordOnline



Outlaw Clyde Barrow is believed to have sent Ford Motor Company founder Henry Ford a praiseworthy letter in 1934 weeks before Barrow and accomplice Bonnie Parker were killed by law enforcement.

Many drivers enjoy having power underneath the hood of their vehicle, but few of them have depended on it as much as wanted criminal Clyde Barrow.

Yes, the “Clyde” of “Bonnie and Clyde” infamy praised Ford Motor Company founder Henry Ford in 1934 for the capability of Ford’s V-8 engine, which was new to the market.



In a letter dated April 13, 1934 – which is believed to be authored by Barrow but never verified – Barrow professes his admiration for Ford cars and his preference to steal them because they were faster than other vehicles, allowing his crew to elude law enforcement during his and their crime sprees.

The letter, with Barrow’s signature including his purported middle name “Champion,” was received by the Tulsa, Oklahoma branch of the U.S. Postal Service on April 10.

A 1934 letter believed to be written by Clyde Barrow, of “Bonnie and Clyde” infamy, is seen here.

It was marked received by Henry Ford’s office three days later. It is now in the possession of the Henry Ford museum.

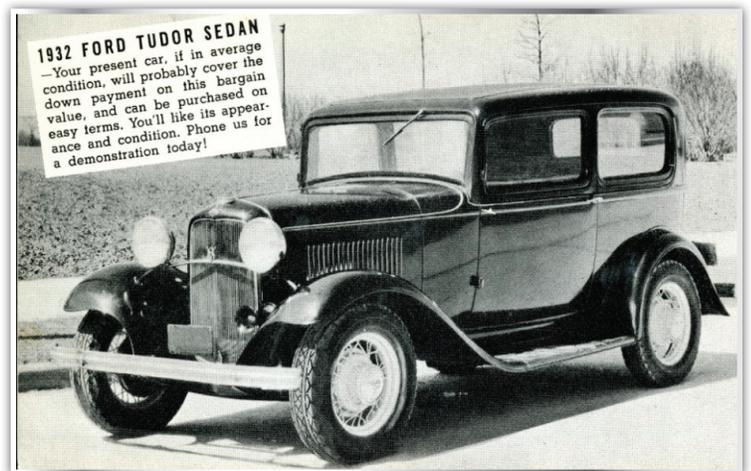
Debuting in 1932, the Ford V-8 delivered 65 horsepower, which caused the vehicle to have an unusually high power-to-weight ratio – making it a quick getaway vehicle. It also had a lower center of gravity than other cars of that time, allowing it to better hold to the road, even on rough surfaces and around curves.

Despite the capability of the new Ford engine, Barrow and accomplice Bonnie Parker were ambushed and killed by law enforcement in Louisiana barely a month after the letter was sent.

Ford had produced nearly 950,000 of the famous V-8 engines by the time of Parker’s and Barrow’s deaths on May 23, 1934.

Given Barrow’s purported affinity for Fords, it’s likely not a surprise that the theft of a Ford in 1932 is actually what led the FBI to begin tracking Bonnie and Clyde. The contents found in the stolen car (which itself was related to another stolen and subsequently abandoned Ford) were linked to a relative of Barrow’s.

The duo, along with others in their crew, did not limit their criminal pursuits to auto theft, however. Bonnie and Clyde were believed to have committed 13 murders and several robberies and burglaries, including several bank robberies across the country, according to the FBI.



BRIAN'S TIP **A Screeching Halt #3**



Hey, long time no Tips, but I've been through a lot, and am still going through a lot. On 11/23/2018 the surgeon did a Posterior Cervical Spinal Fusion and Decompression to: C-2, 3, 4, 5, 6 and 7. On 11/26/2018 they went back in to further work on C-4 and 5 for Cervical Posterior Decompression, and to put in a couple of bigger titanium screws because

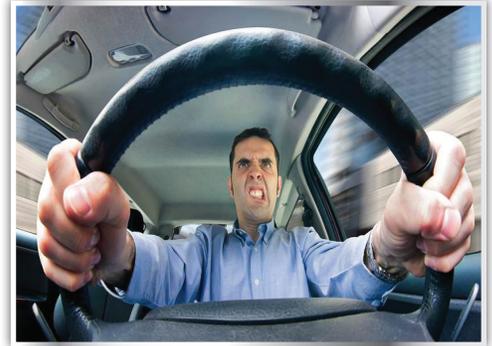
of my activity level. I was actually in the hospital for four weeks, then home and immediately into Occupational and Physical Therapy, which continues today. I am still unable to drive my truck, and my racing leaves a lot to be considered before resuming that activity, if ever. Working on my computer is difficult but, I am going to attempt getting back to my Brian's Tips so, be patient and read through my mistakes when they come along.

With all that being said, and because the specialty cars will be coming out of their deep winter's sleep, let's not talk about starting them up, let's talk about making sure they'll stop. My father was a nut case about brakes and wheel bearings, and his immortal words were: "When they don't start, that's something. When they don't stop, that's something else".

You may or may not know that your owner's manual makes it a requirement to flush out your brake system at regular intervals to keep your warranty intact. This is also designed to keep your skull and body intact, along with the ones you love and want to keep safe. On a daily driver, I believe that whenever you do a brake job, the recommended brake fluid needs to be completely flushed out and replaced with that same recommended fluid. Just remember that upgrading, or thinking you are upgrading your brake fluid, can be dangerous for several reasons that I won't go into here so, just use whatever the manufacturer recommends. Note that a daily driver gets the brake fluid hot enough to vaporize moisture in the system, whereas a specialty vehicle rarely does.

Now, let's move on to your specialty vehicle. Brake fluid is hygroscopic, and that means it absorbs moisture from the air. The moisture gets in to the system through the master cylinder's vent cap, then it settles down to the low points in the brake system. Too many times I've seen owners replacing their brake lines thinking it's because of the Michigan salt but, it's really rotting from the inside out because of the moisture that got into the lines. That moisture will also take its toll on wheel cylinders and other components within the system. Also know that once the moisture gets into the system it can steam up in the lines because of repeated stopping, like on a Woodward Cruise, then because of the steaming in the lines the car won't stop. In extreme cases, freezing in the winter time can also cause the vehicle to not stop when you smash the brake pedal as hard as you can. My suggestion to remain safe, and to keep your specialty vehicle safe and sound, is to replace the fluid every two years with the recommended fluid for your vehicle. Also, if you do have to replace brake lines, stainless steel is a needless expense besides being very hard to flare and bend.

A PAGE ABOUT RAGE by Brian J. Kuta



I came across a good article that defines the difference between Road Rage and Aggressive Driving. The article was placed in a newsletter by Vincenzo Manzella, who is an attorney for Lucido and Manzella, P.C. These definitions are defined by the U. S. National Highway Traffic Safety Administration, and I think they are worth sharing with our membership.

Road Rage is defined as "the operation of a motor vehicle in a manner that endangers persons or property". In some areas Aggressive Driving is the behavior of a person that "commits a combination of moving traffic offenses so as to endanger persons or property". This makes Aggressive Driving a traffic violation, whereas Road Rage is a criminal offense. A few states have enacted special aggressive driving laws in which road rage cases can be prosecuted as assault and battery, or vehicular homicide. If it is not a criminal charge, road rage can lead to criminal behavior.

If road rage does not escalate to trying to harm someone, and/or their property, behavior such as obscene gestures, waving a weapon, tailgating or cursing from your vehicle, particularly if you follow someone and continue the behavior, can be considered harassment. Besides from the possibility of this behavior getting you arrested, it is a dangerous form of distracted driving. Road rage and aggressive driving is something to be avoided, and your response to either should be defensive driving.

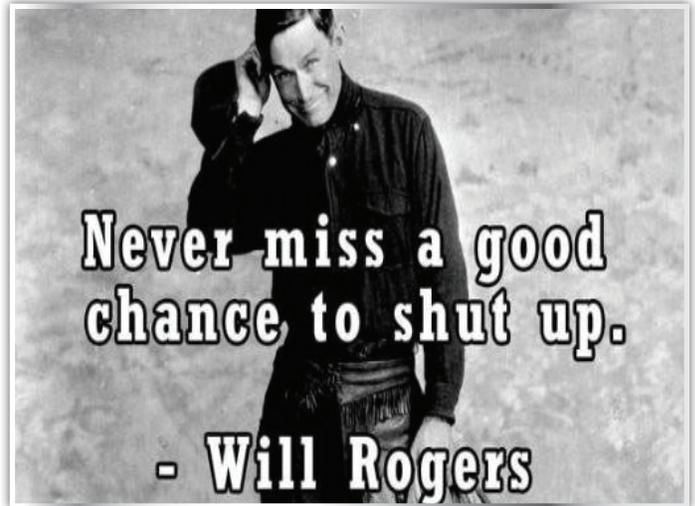
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