

The 428 Mustang Cobra Jet Registry

by Gary Pietraniec & J. R. Gillespie

January 1986 marks one year of the 28 Mustang Cobra Jet Registry. As of his writing the response to the Registry is moving as expected. In the first 11 months approximately 250 428 CJ owners have taken time to submit to our endeavor. Thirty-nine states have replied along with seven foreign countries. The country with the largest amount of enthusiasts has been Sweden. Other countries have been Australia, Canada, England, Saudi Arabia, Puerto Rico, and Great Britain. In the U.S., California has contributed the greatest. One should expect this since approximately 615,000 Mustangs are registered in that state alone!

Some interesting and rare 428 CJs have surfaced. The earliest Vin # to date is 8R02R159556 located in Goleta, California. The latest Vin # is 0F020194969 located in Urbana, Ohio.

The 1968 428 cars seem to get most of the attention so here are some interesting early Cobra Jets that have surfaced. Seven Coupes with the early Vin # being 8R01R167094 located in Newport Beach, California. The latest of these potent machines is Vin #8F01R214710 which is the car that held the AHRA record in 1970-71. Its owner now resides in Saudi Arabia. Have you ever seen a bench seat 1968 fastback complete with factory 428? Vin #8F02R193786 makes Stanton, Virginia, its home and has the bill of sale to show that bench seat was factory installed. Only two 428 convertibles have come forward in 1968. Vin #8F03R183481 of Pataskala, Ohio, and Vin #8F03R210634 of Louisville, Kentucky.

1969 has come up with five coupes. The most unusual being a Grande, Vin #9F01Q194240. This luxury street machine cruises the streets in Baton Rouge, Louisiana. Also for 1969 two convertibles have registered, Vin #9F03Q118302 located in Valparaiso,

Indiana, and the other Vin #9T03-Q121398 was a successful NHRA superstock car driven by Jim Morgan in 1975 with a best E.T. of 11.12 and speed of 122.31 mph. Not bad for a 3434 pound car! This Muscle Mustang makes Wheeling, West Virginia, its home. Want a different feeling behind the wheel of your 428 CJ Mustang? Vin #9R02R108513 from Korrungal, Wagga Australia, is a beautiful red Mach I with right hand drive!

1970 428's seem to be of the least variety. Out of 55 responses only two convertibles stand out among all the fastbacks. Vin #0F03R120301 is one of the actual Michigan International Speedway Pace Cars. The other convert from Ft. Myers Beach, Florida, carries Vin #0F03Q114143. The most interesting 428 from 1970 would have to be Vin #0T05T100008. This Mach I is located in Sydney, Australia. It has a build date of July 4 with a consecutive unit number of 100008. This very low production Ford product also sports right hand drive! As I said earlier, no 1970 coupes have stood up to be counted as of yet.

The percentage breakdown of the 428 Registry to date is:

1968	— 21%
1969	— 57%
1970	— 22%

Coupes and convertibles make up less than 1% of all 428's submitted. Although I mentioned mostly the rare CJs, we are interested in all 428 Cobra Jet Mustangs. This includes concourse, street driven, project cars, and completely junked cars. We are interested in Vin #'s. These cars do not have to have the stock 428 installed.

Anyone who would like to participate in this Registry, please send the following:

1. Complete door tag information if available (if door tag is not legible, insert Vin # from drivers side of dashboard).

2. Complete engine ID tag information if available.
3. History of vehicle that is known.
4. Current condition of vehicle.
5. Current engine installed.
6. Photo, if possible.
7. Name, address, city, state, zip, phone and age (not required).

Send information to: Gary B. Pietraniec, 6890 Plainfield, Dearborn Heights, Michigan 48127.

New Product Report: The Autolite Battery

by Rick Mitchell

For several months, I have admired the ad from the New Castle Battery Mfg. Co. (POB 5040, New Castle, PA 16105) describing their new exact reproduction replacement Autolite Stافل battery. As one whose Sprint is generally completed, I'm at the point where I look for options to add to my car to keep the project interesting. The New Castle battery has been tempting me! When my three-year-old sealed Motorcraft battery recently developed a severe leak, I knew the time had come for a new battery. To help me overcome the trauma of my recent 36th birthday, I ordered the battery which was promptly shipped by UPS to my home. The battery is shipped well protected, and inside the box is one gorgeous battery, if batteries can be called that! This is a group 24F (long) battery and uses the short clamp unlike many of today's standard group 22 batteries with long clamps (both fit our trays exactly, but use different sized clamps available from any Mustang vendor). This is a heavy battery weighing in at 39 lbs. on its shipping label. It is very well made. The top script is painted red, and it has six red caps that are removable. The battery has its own serial number. The box also contains a battery acid tester and a full set of instructions. You will next have to buy regular dry charge battery acid at a parts store, and later carefully fill the cells. Then let the battery sit for an hour as per the instruc-

tions. Next, the battery will have to be charged. Be sure to read all instructions carefully and follow them exactly. My Autolite was charged on a homemade charger at 4 amps for 10 hours with its caps off and was checked frequently to monitor the bubbling that the acid does after about the first hour. Then the six caps were put back on, and the battery was installed in my car. I next started the engine and found there was plenty of cranking power! This battery is not inexpensive. It now costs \$96 plus \$10 UPS shipping, however, it exceeds the

original battery capacity, comes with a four year warranty, is an exact reproduction and is beautifully made. So, in the future, if you're looking for another item to add to your Sprint to bring the appearance closer to what the engine looked like in 1966, and your old battery has seen better days, you may want to consider the reproduction Autolite Sta-ful battery for your Sprint Mustang!

BOSS 302

The Mustang Boss 302 was so fast during its development on the Dearborn handling course that Matt Donner, ride and handling group leader, insisted on having full SCCA-approved helmet, fireproof driving suit and underwear.

Chief Engineer Howard Freers said, "It was the first time he'd ever done any work where he wanted that sort of equipment, and we bought it for him. I'm sure the Boss 302 was the fastest thing that ever went around that Dearborn track."

Freers remembers being told to create "absolutely the best handling street car available on the American market . . . bar none."





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