

The Boss 429: How and Why

by Biff Hitzeman

Ford race people know that the Boss 429 program was originated to meet the NASCAR requirements to allow the "Blue Crescent" 429 semi-hemi engine to be used in the Ford Torino (Talladega) and Mercury Cyclone. Through a special marriage "Bundie" Knudsen, President of Ford, contracted Kar-Kraft, Inc. of Dearborn, Michigan to hand build the Boss 429. All major special suspension parts and modifications were supplied by Holman-Moody in Charlotte, North Carolina. The cost to produce a Boss was staggering. Ford, selling the 1969-70 for a mere \$4,100 lost several thousand per car. The Boss 429 was built to run NASCAR — and run they did! In the 1969 season, victories started in March at the Atlanta 500 by Cale Yarborough, April at the Richmond 500 by David Pearson, the Virginia 500 by Richard Petty, May, the Rebel 400 by LeeRoy Yarborough, the World 600 again by LeeRoy Yarborough, June it was the Motor State 500 by Cale Yarborough. July was unbelievable with wins; the Firecracker 400 by LeeRoy Yarborough, the Mason-Dixon 300 by Richard Petty, the Volunteer 500 by David Pearson, the Maryland 300 by Richard Petty. August was the Dixie 500 by LeeRoy Yarborough, the Yankee 600 by David Pearson. September was the Southern 500 by LeeRoy Yarborough, the Old Dominion 500 by Richard Petty. Finally, October and the National 500 by Donnie Allison and the American 500 by LeeRoy Yarborough. Yes, quite an impressive list of wins for one season. There were even more seconds, thirds, and fourths.

A quote in one magazine pretty well summed up the 1969 season. "Chevrolet and Chrysler thought they were going to a shoot-out armed with a 30-06. But Ford showed up with a Bozooka!" During all this impressive winning, Ford was overwhelmed with orders for the Boss 429. Planning on building only the required 500 units,

Ford had to build a total of 859.

Most of us got our first glimpse of the Boss 429 at the National drag meets, where super cars owned by Connie Kalitta with his "Bounty Hunter" Mustang and supercharged dragster made Chevy owners faint. There were others; the "Lawman" Performance team sponsored by Ford and Goodyear, traveled to military bases during the 1969-70 seasons to show the G.I.'s away from home that Ford and drag-racing were alive and well. Yes, a very special thanks from all of us vets who couldn't be there but were treated to those special moments by E. A. Eckstrand and Jack Watson. There were Mickey Thompson, "Dyna" Don Nickelson and Tom Larins from Flat Rock, Michigan.

By far, the greatest had to be the TASCA Ford Boss 429. Built for the Providence, Rhode Island Ford Dealer, the Super-Boss weighed only 3200 lbs. and had the Boss 429 replaced by a special Can-Am 494 all aluminum Boss, an automatic and Detroit locker rear-end. The special paint and script made the TASCA Boss one of the most unforgettable Mustangs in 1969. During the building of the Boss Mustang, Lincoln-Mercury wanted to campaign two Cougars, thus of the 859 Bosses built, 2 only were Cougars. Both were white with black interior built in April. One went to "Dyna" Don Nickelson (KK #1684) and the other to "Fast Eddie" Schartman (KK #1685).

One other tid-bit; Ford, along with Kar-Kraft, designed a mid-year replacement for the Boss 429 and dying Shelby program. Called the "Quarter Horse", the concept was a 1969 fastback with the air scoops filled, a 1969-70 Shelby front section with Cougar dash and gauges, using the Boss 429 engine. Two were built. The first built (KK #2061) using a 429 Super Cobra Jet engine was Grabber Blue with white interior (used in the 1971 Dan August television show). The second one did not receive the

KK number, but was Candyapple Red with white interior, also with a 429 Super Cobra Jet. Due to government regulations and controls, the Quarter Horse program was shelved. The Boss 429 program lasted January 15 until March 1969, building 5 a day, a total of 859 were built.

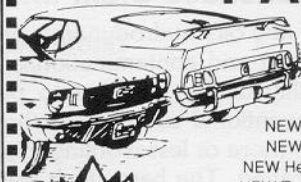
The special Kar-Kraft numbers are 1201 to 2059. In 1970, only 499 were built, KK #2060 to 2558. Total production for 1969-70 was 1358. Today only 680 are registered with Boss Performance of Spokane, Washington. Somewhere out there are some really good finds. Good luck.

Special thanks to Eric Simone for loaning me his copy of Stephen Strange's Boss 429 from which much of this info was taken.

Reprinted from PonyTalk, the official newsletter of the Old Fort Mustangs of Fort Wayne, Indiana.

MT

NEW & USED MUSTANG PARTS



"Arm Rest Deal"
2-65-66 Bases
2-65-66 Pads
\$30.00

"Trunk Deal"
Trunk Mats
Tire Cover, Jack-Pack
\$23.50

NEW 1965-73 Decals
NEW 1965-73 Carpet
NEW Headliners \$25/ea.
NEW Trunk Mats \$16/ea.
NEW Gadget bag \$11/ea.
NEW 1965-68 Kick Panels
NEW 1965-68 Door Panels
NEW Jack Pack plaid \$3.50/ea.
NEW Weatherstripping Kits
NEW Owner's Manuals \$5/ea.
NEW 1965-73 Upholstery Kits
NEW Wiring Diagrams \$5/ea.
NEW Tire Jack Cover plaid \$7.50/ea.
NEW 1965-66 Armrest Pads \$10/ea.
NEW 1965-66 Armrest Bases \$7.50/ea.
NEW 1965-66 Window Regulators \$44/ea.
1965-73 Rechromed Bumpers

Add 10% for Shipping and
Handling

FREE CATALOG

**MUSTANG PARTS
CORRAL OF TEXAS**

P.O. Box 210524, Dallas, TX. 75211

(214) 296-5130