

It's time for another edition of "Paper Pony," our column on Mustang ephemera. We note that the great MCA Grand National at Kingsport was a good one. We took a whole lot of pictures of the Mustang pedal car exhibit at Kingsport and you can expect to see the definitive article on these little jobbers very soon. If any member can offer any information on Mustang pedal cars, please let us hear from you. Ads, instruction or assembly sheets, interesting variations on ones you own, etc; anything at all about Mustang pedal cars would be of use.

We mentioned in a "Hoofbeats" item a few months ago that a new Boss 429 book was being written by Steve Strange. It finally has been printed and Steve was kind enough to supply us with a review copy. In a simple summation, it is without a doubt the best thing ever written on the big-block Boss. "Boss 429 Mustang: The Complete Story & Owner's Guide" is soft-bound with eighty pages of excellent glossy stock. Those pages are filled with some truly fascinating information about these awesome cars.

For example, one item, which we probably should place in "Tech Tips" again in a few more months, states that "Caution is needed when bleeding brakes on the BOSS 429 Mustang due to the mounting angle of the brake master cylinder. The rear of the vehicle should be raised until the rear bumper peak is 42 inches above the floor. This will level the master cylinder and allow a normal brake bleeding procedure." Get that, you have to jack up the rear of the Boss 429 before you bleed the brakes!

There's more: all the differences between the "S", "T", and "A" engines, rare photos of the first Boss 429s being built, even shots of the car that was crash-tested for the government! There is a good deal of reprinted material, too, including window stickers, ads, sales brochures, press releases, etc. One particularly useful list is one containing all the parts on a Boss 429 that differ from standard Mustang parts.

Another interesting item is a special owner update letter sent out to Boss 429 owners advising them of the availability of a new mechanical camshaft kit which increased power by about 25 horses. This book has it all.

With Steve's permission, we'll even reproduce a table he includes:

have to have this book!

In another vein, it occurs to us that we just might have an advertisement collector or two out in the membership. If so, we'd love to hear from a few of them. We'll give a prize to the one who submits a list of the largest collection of different Mustang ads (ads placed by

Boss 429 Mustang Road Test Articles

| Magazine | Date |
|---|----------------|
| <i>Car Craft</i> | February 1969 |
| <i>Hot Rod</i> | February 1969 |
| <i>HiPerformance Cars</i> | April 1969 |
| <i>Super Stock & Drag Illustrated</i> | June 1969 |
| <i>Car Craft</i> | July 1969 |
| <i>Car Life</i> | July 1969 |
| <i>Hot Cars</i> | August 1969 |
| <i>HiPerformance Cars</i> | September 1969 |
| <i>Car Craft</i> | January 1970 |
| <i>Rodder & Super Stock</i> | March 1970 |
| <i>Motor Trend</i> | April 1970 |

This is not all of the articles or items about the Boss, just the road tests. It's pretty obvious that those speed-crazed journalists took every opportunity they could to wring out that poor Ford press pool car. We've certainly seen few cars ever get this many different road tests printed during such a short production run.

To tell the truth, looking through Steve's fine book is sort of like looking through a lot of old car literature. Why can't you still get one for that price? Or buy those ultra-special racing-only pieces at any price? It's almost agonizing to look at, all that stuff that the factory recommends for this or that, all of it rarer than fistfuls of diamonds and almost as expensive.

So our opinion is that Steve Strange's "Boss 429 Mustang: The Complete Story & Owner's Guide" is a real gem. And best of all, it isn't that expensive a "stone," only \$14.95, which compares very favorably with the prices of books with far greater readership and press runs. If you are a Boss 429 enthusiast, you are going to

FoMoCo only). Just give us a list like the one above and let's limit it to only the 1964½-66 Mustangs. That'll be a reasonable evening's work, we're sure. The prize for the best collection will, of course, be a piece of Mustang literature. Ad collectors, the gauntlet has been thrown!

