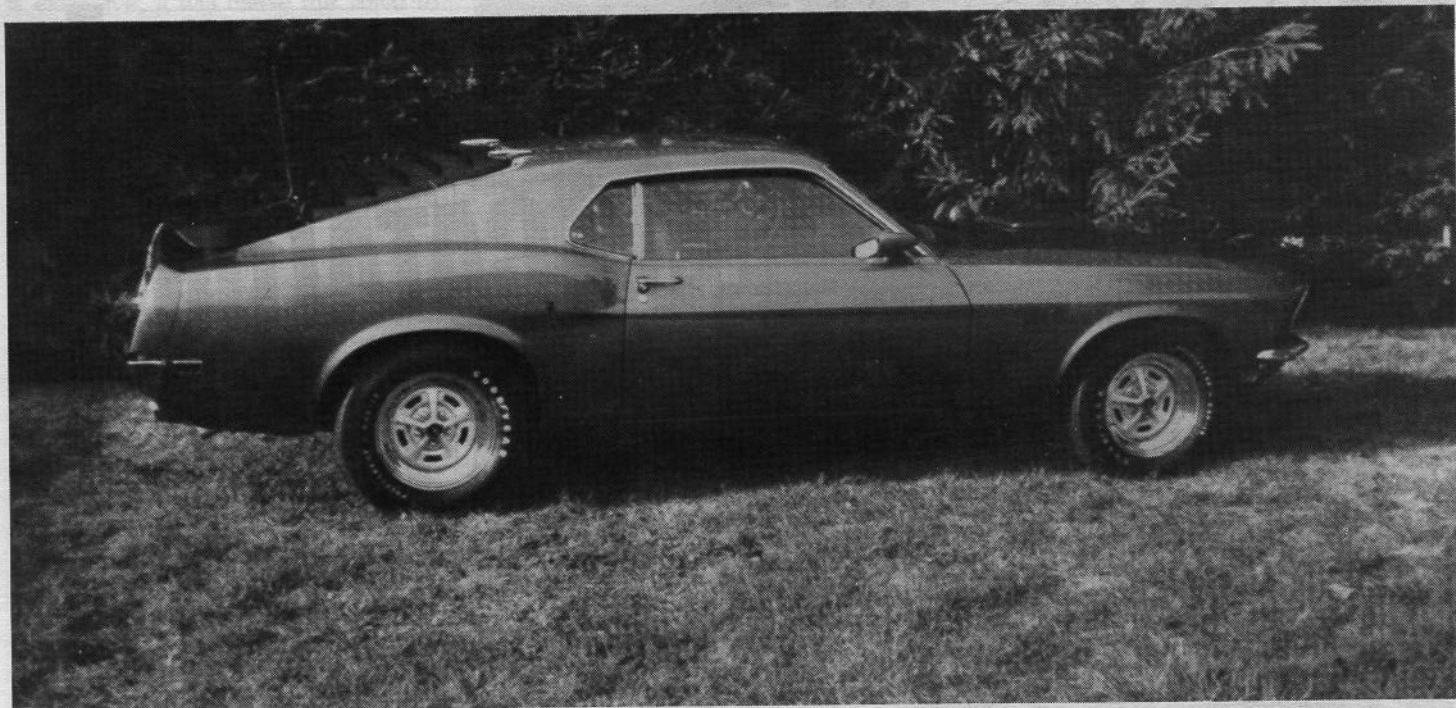
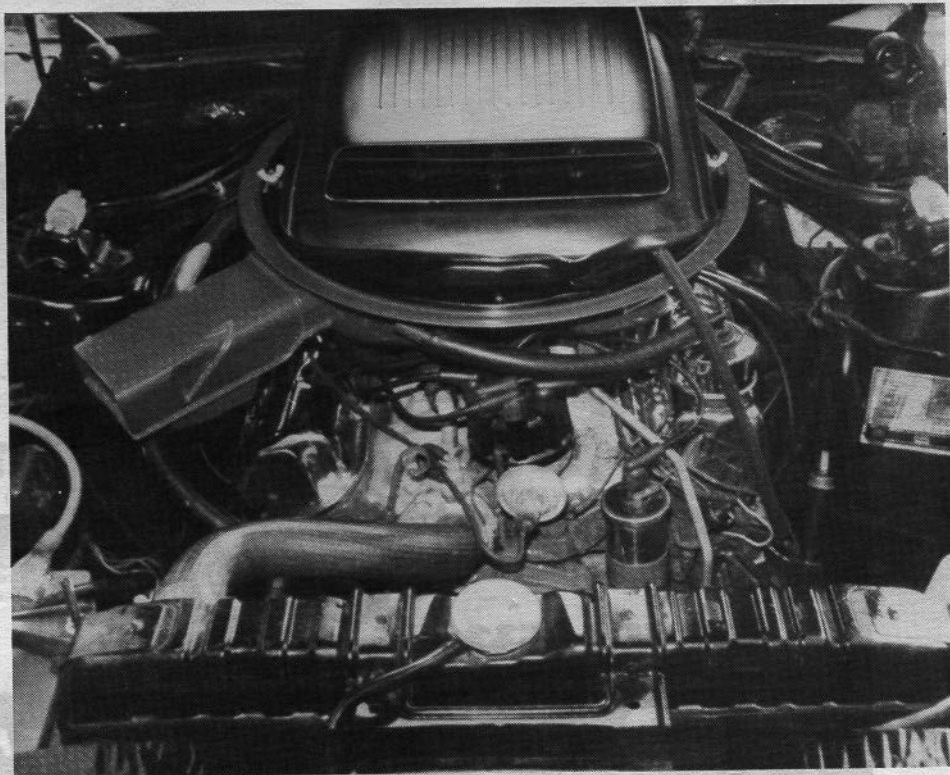


## Dave Oakes 1969 Boss 302



After developing a love for Mustangs from my first car being a '65 hardtop and my second car a '65 convertible, I purchased my '69 Boss 302 in October, 1973 in Toronto, Canada for \$1,700.00. It was a medium blue metallic color and fairly well equipped. The data plate information is as follows: Body 63B, Color 6, Trim DA, Date 15E, DSO B1, Axle S, Trans. 6.

I drove the car for just over three years before deciding to restore it, so I started by totally disassembling it. I then installed new Gabriel shocks, upper control arm bushings, ball joints, strut rod bushings, sway bar bushings and completely rebuilt the brakes. Next came the power train. The engine was totally rebuilt including a new Boss block, pistons, rings, bearings, lifters, timing chain, fuel pump and carburetor. The rods were shot peened and the engine balanced. I rebuilt the transmission and installed a Schiefer heavy duty street clutch.





My attention was now turned to the body. I purchased new from Ford, front fenders, bumpers, all chrome trim and weatherstripping. On various trips to the Southern states I purchased two doors, two full quarters and a trunk lid. These were all sent to Redi-Strip in Toronto to have the paint and any hidden rust removed. I installed the doors, fender, engine hood and then had them fit properly before cutting off the old quarters. This was my first attempt at any bodywork, so installing two quarters was a bit scary.

Two features I added to the car that I feel should have been standard equipment, are a ram air hood and 4 speed HURST COMPETITION Plus shifter.

I block sanded the entire car and had my friend Gary Hillier do the final preparation and apply the original color, medium blue metallic, in acrylic enamel. One week later we applied the flat black to the hood, around the headlights, trunk lid and tail light panel. After the car was back home I installed all the chrome, new carpet, interior and the Boss 302 stripe kit. Options on the car are tilt wheel, front and rear spoilers, sport slats, dual rear view mirrors, tach, console, deluxe interior, rim blow steering wheel, AM-FM, fold down rear seat, 3.50:1 traction lok, power steering and brakes.

The first car show I entered my Boss in was in London, Ontario in March, 1983. The car was put in the "Current Restored" class and I was ecstatic when it took 1st place in that class. This past summer I attended two shows in Michigan, SAAC8 and the Super Ford Street Machine Nationals . . . had a great time, and received a lot of good comments about the car.

Being an auto mechanic by trade, I did most of the work on the car myself, with a little help from two friends, Gary Hillier and Dale Drew.

In the fall of 1979, I purchased a yellow '69 Boss 302 for daily transportation and in October, 1983, I removed the car from the road for restoration. Need I say more??!

