

Old Cars

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The Full Montego

Mercury fan finally lands his '72 Montego GT



Behind the Parts Counter

Decoding Ford's parts numbering system

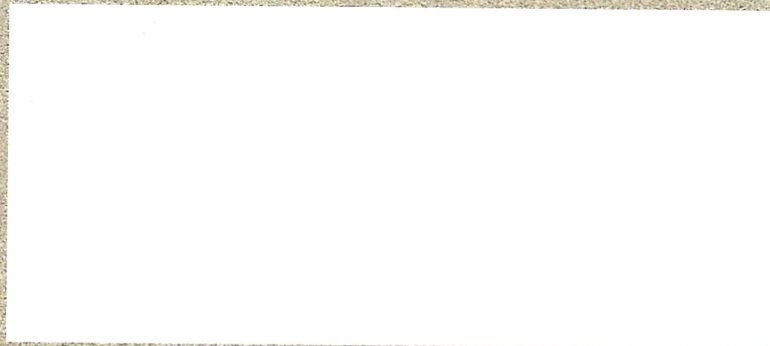
AA Rare Treasure

Sympathetically revived

1928 Ford AA Express

Packard Proud

1954 convertible is too sweet to pass up



Ford at MCAcN

Mercurys and Fords at the ultimate muscle car show

STORY AND PHOTOS BY THE OLD CARS STAFF



Period pictures provided provenance to the 406-cid V-8/four-speed-powered 1962 Ford Galaxie two-door sedan originally campaigned by Earl Hoffman, Jr. and Bruce "Mr. Ford" Larson for Hoffman Ford Sales in Highspire, Pa. Today, this old drag strip warrior is owned by Ron Christenson of St. Paul, Minn.

Each year, the Muscle Car and Corvette Nationals at the Donald E. Stephens Convention Center in Rosemont, Ill., gathers muscle cars of every breed, from AMC to Buick to Chevrolet and everything between clear through Oldsmobile, Plymouth, Pontiac and Studebaker. The several-hundred-

large car display is broken down into featured classes that group together many of those muscle cars that represent the rarest and most desirable "top dogs" from the 1960s and 1970s. For 2023, one of those featured classes centered around Boss Ford Motor Co. products, and not just Mustangs.

Even if your favorite flavor of Ford wasn't the bossiest of Mustangs, you could still watch the Fords go by with many other hi-po examples of the Blue Oval, as well as its Mercury cousin. The following is a taste of the many FoMoCo gems gathered this past Nov. 18-19 by MCAcN organizer Bob Ashton and his crew.

Russell Piggott's 1969 Boss 302 Mustang is just one of 1,934 built. The Boss 302 cranked out 290 hp, and all Boss 302s were manually shifted through a four-speed transmission.



Like Bosses? MCAACN had a rainbow of Bosses in 302, 351 and 429 variations, and not just in Mustang form.

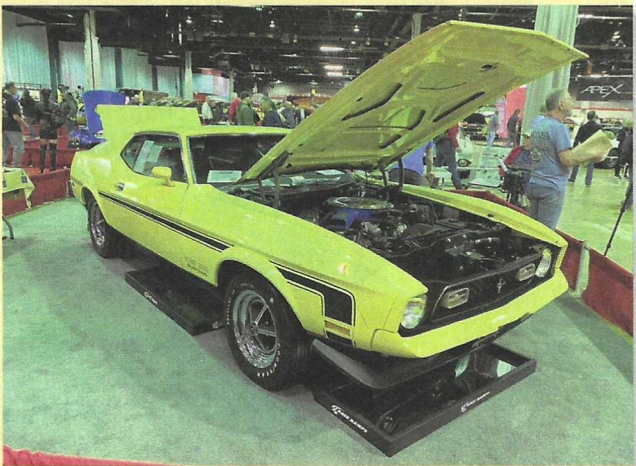


Parked in MCACN's popular Barn Finds & Hidden Gems display was this 1968 Ford Mustang GT Cobra Jet coupe, one of 32 such cars equipped this way. Previous owner Jeff Lochmandy received the car in 1978 for a dollar after completing repair work on a 1973 Corvette that was owned by his buddy's father. Lochmandy was just 16 years old at the time and drove the Mustang hard—so hard that he broke the metal holding the upper control arm while rocking the car in first gear. That was in 1986, and the car then sat for decades, waiting for a restoration that hasn't yet come to pass. It is now owned by Keith Stockberger.



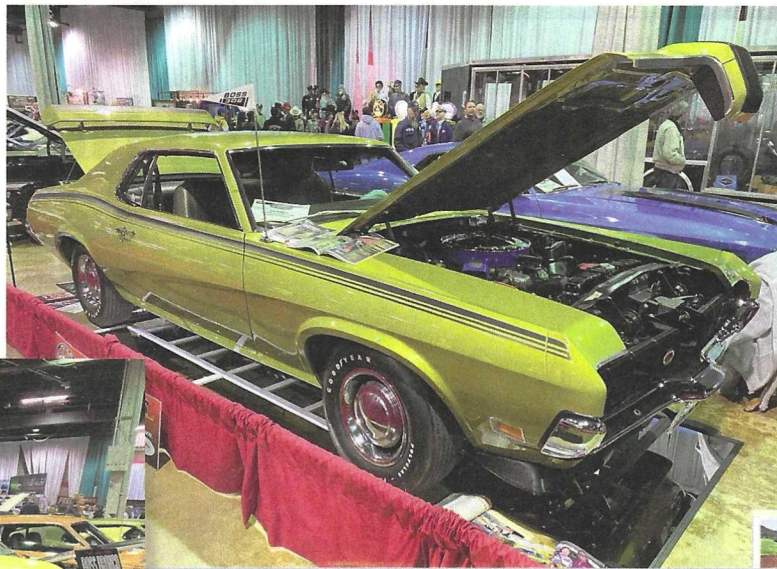
Perched on a pedestal like the drag racing king that it is, Deb and Fred Harper's 1966 Ford Fairlane with an R-Code 425-hp 427 with dual four-barrels and a four-speed had a commanding presence on the MCACN showfloor—even though it wasn't in its natural habitat of dodging down the blacktop, wide open, a quarter-mile at a time. Just 57 of these R-Code Fairlane 427s were built in 1966. Note the fiberglass lift-off hood displayed on the car's roof.

Likely the rarest Mercury—and maybe muscle car—ever built were the lone two Boss 429-powered 1970 Mercury Cougars built only for drag racers "Fast Eddie" Schartman and rival "Dyno Don" Nicholson. This Boss Cougar was raced by "Fast Eddie," and when it wasn't making passes on the drag strip, it was a promotional tool for Mercury. The Boss Cougar duo received the 429 conversion at Kar Kraft, which built the Boss 429 cars for Ford, but didn't receive the same amount of engineering attention due to their miniscule run and their nature as attention-getters not available to the public. "Dyno Don" soon put a SOHC 427 in his car, which he found better suited to racing, but "Fast Eddie" kept his car 429-equipped.

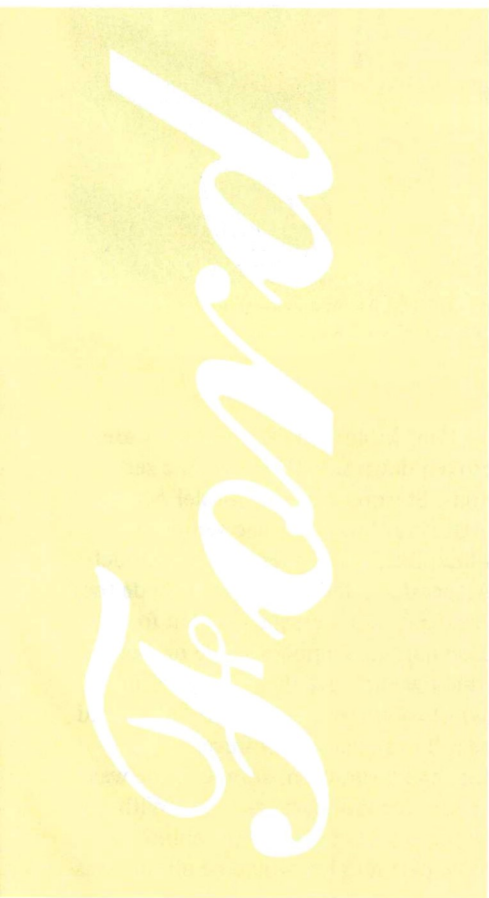


For 1971, the Boss 302 and Boss 429 vanished, to be replaced by the Boss 351—or did they? Unbeknownst to many, Ford actually built a 1971 Boss 302, but just one, and it was at MCACN. The lone Boss 302 was built on Aug. 3, the first day of 1971 Mustang production, and painted Grabber Yellow with a black Decor interior, 4.11:1 Detroit Locker rear axle, Sport Deck rear seat, Mangum 500 wheels, tilt steering column, console, power steering, tail pipe extensions and an AM radio. The car was introduced at a show in Las Vegas, yet no others were built. It appeared at MCACN in immaculate condition.

While the Boss 429 treatment on a Cougar was limited to two big-name drag cars, anyone with enough cash could buy a Cougar Eliminator with the Boss 302 package, although relatively few did—just 323 were built in 1970, and that was almost twice as many as in 1969. The Boss 302 Cougar Eliminator was rated at the same 290 hp as the Boss 302 Mustang, and likewise had a four-speed manual transmission. This example, owned by Eric, Erica and Lauren Petosa, was special-ordered in Cougar-only Lime Green Metallic with a matching medium-green interior and console. The car is the last known Boss Cougar Eliminator to have been built.



Yes, there was a Boss Bronco, but no, you couldn't have one. Kar Kraft, which built Boss Mustangs for Ford, teamed up with legendary off-road-vehicle builder Bill Stroppe in 1969 to create this prototype Boss Bronco powered by a 351-cid V-8 backed by a hi-po C4 automatic transmission and 4.11:1 limited-slip differentials (yes, it was four-wheel drive). The Boss Bronco had a Cougar Eliminator hood scoop from the Mercury parts bin, and several parts from Stroppe: dual front and rear shocks, a power steering conversion, padded roll bar and rear fender flares. This period performance Bronco is not only a boss, but king of the hill among already-hot first-generation Broncos.



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