

Growing With a Legend

Dennis Bujak's '69 Boss 429 has improved over the years.

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Legends take time to create, but Ford called upon Kar Kraft to build 1,000 Boss 429s in only four months. This feat was understandably impossible to perform, even though a Michigan facility had been hastily assembled solely to build these cars. By the end of 1969, Kar Kraft had hand-built 859 Mustangs, surpassing the 500 units needed to homologate the Boss 429 engine for NASCAR duty in larger Ford models.

The sizable "Shotgun" engine, no smaller in its "detuned" street-bound form, necessitated a number of structural modifications to the Mustang. Kar Kraft's technicians performed extensive work on the inner fender shock towers to enlarge the engine compartment. The front suspension was beefed up with oversized spindles and control arms to handle the engine's added weight, the motor mount area received strengthening, and a large scoop went atop the stock hood. So little room remained underhood that the battery had to be relocated to the trunk; the move also helped balance to the car's weight distribution. Interior changes were limited to the addition of

choke and Ram Air cable controls. The Mustangs were finished off with special 15-inch chrome Magnum 500 wheels and the obligatory, but subdued, identifier markings.

In its first public race appearance, in March 1969, the Boss 429 engine in a

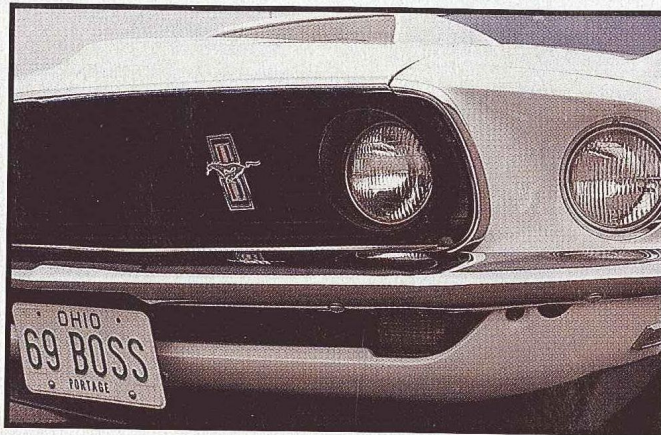
was only 1,358. Of course, back then and over the years, thousands of dreamers longed for such a car.

In 1970 Dennis Bujak's father found a repossessed '69 Boss 429 for sale. Having been a Mustang enthusiast since the car's 1964 introduction, son Dennis

couldn't resist. Good news: only 2,200 miles on the odometer. Bad news: it had been mistreated and suffered a blown engine. Unable to afford a genuine replacement engine, Dennis dropped in a 390 and drove the car daily for two years. In 1973, he purchased a complete Boss 429 engine and began a three-year restoration. Bujak farmed out the body and paint work, but handled the engine and assembly at

home. The car is near original, deviating only by the addition of the rear spoiler and window louvers.

Today the car is driven about 300 miles a year, as Dennis calls upon his 5.0L '82 Mustang GT for regular driving duties. The restoration has withstood the test of time and, like the Boss 429 legend, has done nothing but grow and improve.



Mercury Cyclone took the Atlanta 500, just ahead of a similarly equipped Ford Torino. On Monday, in the Ford showrooms of the nation, innumerable FoMoCo enthusiasts were asking about the new (but expensive) Mustang Boss 429. Because of their cost, their custom-built nature, and the fact that Ford lost money on each unit (gained back, we're certain, in promotional value) total production for the '69-'70 run of Boss 429s

