

WOODWARD DREAM CRUISE SURVIVAL GUIDE FOR FIRST-TIMERS

1. Come early – very early. Take it from a local – the best times to see lots of cars in action is not the official Saturday of the cruise, but the three or four days leading up to it. The Wednesday, Thursday and Friday evenings prior to Dream Cruise Saturday are choked with great cars, yet comparatively free of spectators. The epicenter of cruise action is Woodward and 13 Mile Road.

2. Plan ahead for prime viewing/parking spots. The curb space along the prime cruising route – roughly from the 9 Mile Road cross street in Ferndale, Mich. to Big Beaver Road (16 Mile), north of the suburb of Birmingham, is rented out or reserved for private parties. If you want a prime spot, you'll have to call ahead and reserve a space.

3. Plan your escape route. The Dream Cruise ends with the police shutting down Woodward and funneling cars down the major cross streets. If you're unlucky enough to be caught on the wrong side of Woodward when the shutdown happens, you could be waiting until the next Dream Cruise to get back to your hotel.

4. Don't forget Pontiac. That is, don't forget the city of Pontiac, Mich., at the north end of the cruise route. The cruise route thins out a bit north of Birmingham, with many turning around to head back into the thick of things in Birmingham, Royal Oak and Ferndale, but downtown Pontiac is only a few miles farther up the road and is always packed to the gills with local hot rods and muscle cars. There's a more relaxed atmosphere in Pontiac. Newcomers should definitely make the full loop up there.

5. Book your hotel now. Simply put, they fill up quickly. There are few hotels right on Woodward, so you'll want to search from rooms in the cities of Troy, Southfield, Royal Oak, Warren and other suburbs.

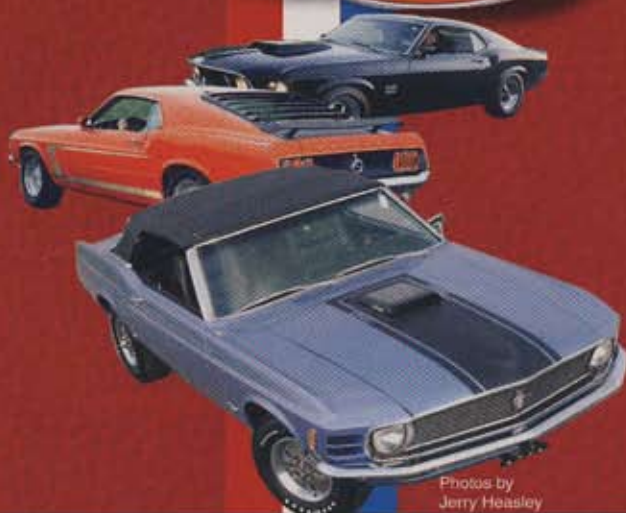


If you like resto mod Mustangs there are plenty of them in attendance.



It seems like every parking lot and strip mall has some type of car show going on.

Signature Auto



Photos by
Jerry Heasley

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TEXT BY BRUCE CALDWELL, IMAGES BY JERRY HEASLEY

The 1969 Boss 429 Mustang represents the most radical engine installed in a first generation Mustang. The Boss 429 is something of an anomaly since its main purpose was to homologate the 429 engine for use in NASCAR Torinos, not Mustangs. Ford wanted to be competitive with the famed Chrysler Hemi engines, so they developed their version of the Hemi, the Boss 429.

The 375 hp engine has also been called the Shotgun motor and the Twisted Hemi. Its unique aluminum cylinder heads were mated to cast iron 429 blocks. The extra wide cylinder heads necessitated narrowing the spring towers and relocating the front suspension mounting points.

Ford needed to produce 500 Boss 429 equipped cars and sell them to the general public in order to qualify them for NASCAR use. A total of 859 Boss 429s were built in 1969. That number dropped to 499 units in 1970. All Boss 429s were equipped with close-ratio four-speed transmissions.

As radical as the Boss 429 was, it wasn't the most tractable car. The carburetor was too small and the camshaft was too conservative. The Boss 429 engine didn't achieve the NASCAR success that Ford had hoped for, but it did provide the basis for one of the most desirable high performance Mustangs of all time. 🐎



MILESTONE MUSTANGS

1969 BOSS 429

