

# Rick Parker's '69 Boss 429 Mustang

By William Holder

Looking at this immaculate example of the ultimate in 1960s muscle machines, it's hard to imagine how close this so-innocent appearing machine came to being parted-out and gone forever.

Its Cincinnati owner recalled the strange circumstances. "It was going to be a drag racer," he recalled. "This guy bought the car, had it torn down, and then lost interest. He had driven the car only 9,000 miles."

Rick bought the car—or maybe we should say its pieces—for \$2500 in 1979. "It was in thousands of pieces," he recalled. "There was also no rear end, no transmission, no wheels." A definite challenge faced the Mustang enthusiast.

Then there came a period of scrounging for parts. Rick completely rebuilt the engine himself. The body was in filthy condition and, according to Rick, was even growing some mildew. "I had my doubts at first," he said, "but I saw a rare car just stitting there and I couldn't resist the temptation to restore it."

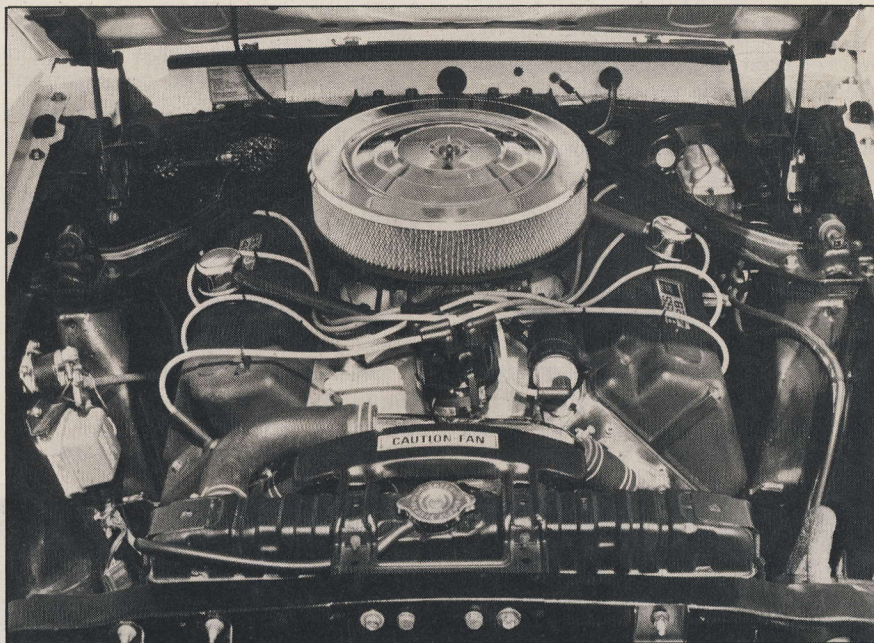
The hardware wholesaler by profession said that the hardest part to find was the anti-rollbar. In this model, the anti-rollbar goes under the rear end and works as both an anti-rollbar and a traction device.

The sticker price on the white beauty was \$5251 which was definitely a high dollar figure for the time period. He added that \$1208 of that amount was for the 429 engine option.

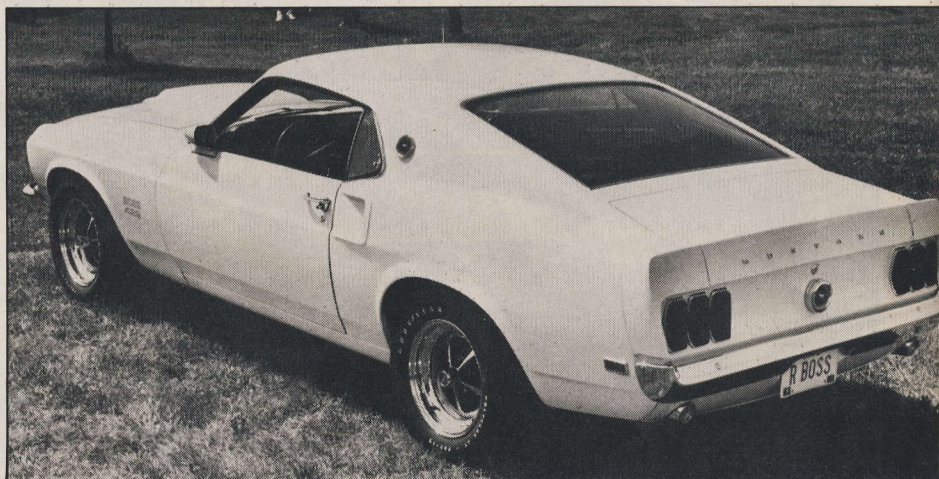
The car's serial number of KK1268 indicates that it was one of the first of its breed. Rick's 429 Boss was the 68th to be built. His car was constructed on January 29, 1969, only 14 days after the first Boss rolled off the line.

The first 279 cars of this model featured the early S429 engine, which has heavy-duty rods, a sturdier crankshaft, and some other goodies.

Rick's car also sports the other standard features of the Boss family of that year including a 3:91 rear end, a factory engine oil cooler, the battery located in the trunk, and a



Photos by Harry Dunn



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unique spoiler.

This particular car had been modified by Car Craft of Brighton, Michigan for the 429 adaptation. For the bulky powerplant to be accommodated, it was necessary to push the shock towers further backward in the engine compartment. Even still, it's a tight squeeze.

Rick has tried to keep the car as stock as possible during his meticulous restoration. He figures that he has about 12 bills in the job so far. And with its sparkling paint job and fully restored interior, it looks as though it just rolled off the showroom floor. Maybe better! It also still carries its original FoMoCo head-

lights, which is definitely what you would call keeping it original.

But the thing Rick likes best about the car is how innocent it looks just sitting there. Just that plain-Jane skin and that little BOSS 429 decal on the front quarters.

"But just let them open the hood and that says it all," he smiled.

