

The majority of the population requires, or will require, some form of vision correction before they're finally laid to rest. So it's not uncommon to assume your sight is failing when you bump into a couple of Bosses like these. After all, this is sure a nice Boss 351 — aren't they? Now wait a minute, did you say, "aren't they?" Perhaps there's a serious need for a good ophthalmologist, and even a respected brain surgeon. Is it, or aren't they?

Well, you can relax, this pair of fine looking Pewter Metallic 1971 Boss 351 Mustangs pack enough of a wallop for the eyes, not to mention the lick in the behind boys in plastic fear most

DOUBLE VISION

Not an optical illusion, just a wild pair of pewter ponies!

by Jim Smart

during those retina retaining street battles. But maintaining a reputation on the street isn't their only sole in life. These darlings from the deep south aren't just for goin', they're for showin'! They were actually too much for any magazine editor to resist at the recent Gulf Coast Nationals in Pensacola, Florida. So between the respective worlds of Olympus and Canon, plus the enthusiasm of a couple of shutter clickers from Mustang Monthly, these two Pewter Bosses quickly became reality for devoted readers.

Mustang's fourth generation, 1971-73, seems largely forgotten. It's easy for the average early Mustanger (you know the type — "Ford stopped building Mustangs after 1968") to assume that performance left home after 1970 — gone to the evil jaws of high insurance rates and unbearably federal motor vehicle laws. But in fact the high performance flame still flickered brightly in the fall of 1970 when the first of the 1971 Boss 351 Mustangs thundered onto the scene. The 1971 Boss 351 Mustang, aside from its big brother, the 429 Super Cobra Jet Mach 1, was truly one of the last blood and guts performance Mustangs available from the folks in Dearborn. So these solid litter cammed stallions have had a strong following ever since they rolled off



photos by Oprie Surveys and Jim Smart



the Dearborn and Metuchen assembly lines. As with their performance oriented predecessors, many have met their doom in accidents, and yes, even the salt belt wars. With under 2,000 of these Boss 351 Mustangs originally sold in 1971, it doesn't take long for the collector and enthusiast to figure out their value, plus the excitement they can expect behind the wheel.

If you're good with a four-speed, either of these pewter gems can fit your style. Too big? Just hop behind the wheel and find out what late model Mustangers have known for years — just how nimble and quick footed these last of an era ponies can be. Larry Inman drives the Pewter Metallic Boss 351, so does Roy Sutton. These gentlemen could easily get confused and hop into the wrong car, however, Roy's Boss sports the black vinyl interior. But what if they both had identical interiors, then what? In short, they would be faced with the same dilemma as a mother with newborn twins — having to install an identification mark on one of the little critters. The beauty of these twin Boss 351s is no dirty diapers, nor those 2 A.M. feedings.

What we have here is a dynamic duo — a pair of tens. So how does one determine the better ten? First we give the cars some close scrutiny. Roy's Boss 351 is completely original, right down to the genuine Dearborn dust hidden within. It is also a DSO 89 car, originally retained by Ford's Transportation Services department. Perhaps it was a Ford executive's playtoy that sat proudly in a Bloomfield Hills, Michigan driveway 14 years ago, or it may have been strictly a company lease car driven daily to work at a Ford district sales office. Only the iron, steel and plastic know for sure. One thing is certain, whoever originally drove this angry mule in horse's clothing managed to get to work in very short order. Aside from the powerful Boss 351 Cleveland engine occupying the front office, a bulletproof Top-loader four-speed and factory equipped Hurst shifter direct the multiple ponies to the 3.91:1 Detroit Locker differential. There's also no mistaking those highly desirable Magnas 500 wheels, the ram-air package, and the full instrumentation. Roy's Boss 351 was purchased in 1973 from a Navy pilot for \$2750. Today that figure would be an unbeatable bargain, however, in 1973 it was actually \$300 over book value. It's easy for us to believe today that this DSO 89 car had a special history. However, the original owner, that \$2750 richer Navy pilot, had ordered this attractive Boss 351 for himself. He had worked for Ford Motor Company at the time and took part in some of the Boss 351 design work long before they were introduced. This makes northern Florida's Roy Sutton the second owner. To date, Roy and his Boss 351 have taken six Second Place awards in unrestored classes.

Over in Columbus, Mississippi, local folks know of Larry Inman and his Pewter Boss 351. Larry earns the bread driving a tractor trailer and spends most of his life pushing the big rigs along the arteries that link our continent. So it's not surprising to discover just how much he enjoys a spin in the lighter and quicker Boss between those over the road loads. Larry's 57,000 mile Boss spends most of its time under the roof while he's away. But knowing there's a squeaky clean, muscle dipped in pewter package waiting at home, we'd bet Larry forgets that double rackle speed limit when he's homeward bound. And who could blame him? The Inman's rapid transit system sports a fresh coat or two of Pewter Metallic lacquer, courtesy Jim Lanier of the Engine Body Shop. Aside from the fresh paint and some engine compartment dress-up goodies, this Boss 351 remains completely stock, right down to the Hurst shifter between the seats. Not only has this Boss 351 impressed us at Mustang Monthly, it has left its mark on the judges, taking a number of awards at three southern shows, including two nationals. As some of Larry's interstate companions would say, "Now that's a big 104!"



The Boss 351 Mustang is known for its deep burbling, solid lifter Cleveland powerplant. Roy Sutton enjoys no less than lick in the pants power whenever he and the Boss have a date together. The DSO 89 code leaves a lot to the imagination, however, this Mustang was actually nothing more than a Ford employee ordered car originally. It makes a great conversation piece.



Larry Inman's Pewter Metallic Boss Mustang is an attractive mix of stock with very minor, tasteful modifications like the durable braided hoses. Chrome pulleys and other assorted cosmetic improvements make this Boss a show stopper anywhere it goes. Horsepower spoken here.

