

LOT F125 // KISSIMMEE 2019 // JAN 3-13

**1971 FORD MUSTANG BOSS 351 FASTBACK**351 CI, 4-Speed **STAR** **NO RESERVE****\$82,500** **SOLD**

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 351 CI | 4-Speed | Coral | White    |

**ESTIMATE**

\$135,000 - \$150,000

**HIGHLIGHTS**

- Matching numbers 351 CI engine
- 4-speed transmission
- 1 of only 3 special paint Boss 351s in Calypso Coral
- Original paint, interior, engine, transmission and rear end
- Of the 3 special paint this is the only one with White interior
- 2 page window sticker due to options
- Original build sheet verifies the paint code W5185
- Marti report
- Title history
- Miscellaneous receipts
- Write-up authored by Kirt Fryer
- Glove box materials

When Ford pulled out of racing in the summer of 1970, there was no longer a need to build a race-specific small-block like the Boss 302. Freed from the cubic-inch limitation of Trans Am, Ford put more cubic inches under the canted-valve 4-barrel Cleveland heads to create the 1971 Boss 351, a SportsRoof-only muscle car that is arguably the best of the legendary Boss Mustangs. This Boss 351 from the Kirt Fryer 1971 Mustang Collection is one of only three produced in Calypso Coral, a special-order paint color for 1971. Of the three, it is the only one with a white interior. As a very original car, the Boss 351 is equipped with its factory original paint, interior, matching-numbers engine, 4-speed transmission and 9-inch rear end. A two-page window sticker documents the extensive factory options, including rarely seen power windows. With the 1971 Boss 351, Ford replaced the previous year's Boss 302 by putting sufficient cubic inches under the large-port, staggered-valve Cleveland heads, improving torque to give the mid-displacement engine a boost down low while also increasing horsepower to 330. The Boss 351 was the total performance package in the final year of the Boss Mustangs. Based on the 351 Cleveland, the Boss engine came with a 4-bolt main-bearing block, solid-lifter camshaft and a 750 CFM Autolite 4-barrel carb on a unique aluminum intake manifold. Functional Ram Air through the NACA-duct hood was standard equipment, along with a Hurst shifter, Traction-Lok differential with 3.91 gearing, and Competition Suspension with 15-inch Magnum 500 wheels and staggered rear shocks to dampen wheel hop during hard acceleration. Externally, "hockey-stick" side stripes, full hood blackout, a black rear panel and subtle "Boss 351 Mustang" block-lettering decals on the front fenders and trunk lid differentiated the Boss from the Mach 1. This highly original Boss 351 comes with its window sticker and the build sheet that verifies the special paint code.

LOT F208 // INDY 2018 // MAY 15-20

**1971 FORD MUSTANG MACH 1 FASTBACK**429 SCJ, Drag Pack **STAR****\$99,000****SOLD**

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 429 CI | 4-Speed | Black | Red      |

**ESTIMATE**

\$60,000 - \$80,000

**HIGHLIGHTS**

- 1 of 1 built as equipped per Marti Report
- Fresh rotisserie restoration completed in September 2017
- Original sheet metal with exception of Ford OEM rear quarter panel
- Matching numbers drivetrain
- 429 SCJ-R engine
- Drag Pack
- Rebuilt smog system
- Forged pistons and hardened valve seats
- 4-speed manual transmission
- 3.91 Traction-Lok rear axle
- Power disc brakes and steering
- Correct factory Black and Silver with Vermillion Red interior
- Believed to be 42,000 actual miles
- Magnum 500 wheels
- 8 track stereo
- Elite Marti Report

This sharp 1971 Ford Mustang Mach 1 Fastback features a matching-numbers drivetrain with the legendary R-code 429 Super Cobra Jet V-8 as its centerpiece. Equipped with the Drag Pack, this Mach 1 is the product of a fresh rotisserie restoration that was completed in September 2017. Believed to have traveled a mere 42,000 miles since new, this powerful machine is designed to move with purpose, as it sports the R-Code 429 Super Cobra Jet engine with forged pistons and hardened valve seats, a rebuilt smog system, 4-speed manual transmission and a 3.91 Traction-Lok rear axle. Finished how it left the factory in sinister black and silver with a bright red interior, this Mach 1 rolls on 15-inch Magnum 500 wheels shod with Firestone tires and boasts amenities such as power disc brakes and power steering. Notably new from Dearborn for 1971 was a longer, wider, heavier Mustang that ushered in a new generation that proved to be one of the most muscular non-Boss Mustangs yet, as those parameters expanded primarily to allow the installation of the big-block 429 Cobra Jet engine. Two varieties were listed: the C-code CJ and its J-code CJ-R running mate, the "R" predictably standing for Ram Air. Advertised output remained the same regardless of the addition of the CJ-R's functional, dual-scooped hood. On the other hand, adding the optional Drag Pack transformed a Cobra Jet into a Super Cobra Jet by trading the former's 715 CFM Quadra-Jet 4-barrel and hydraulic cam for a 780 CFM Holley and high-lift solid cam. Super Cobra Jet enhancements also included forged-aluminum pistons, cap-screw connecting rods and an external oil cooler. This car features the signature Mach 1 look with a color-keyed front bumper, black honeycomb grille with sport lamps, and dual racing mirrors, and it's a one-of-one build as equipped per its Elite Marti Report.

LOT F218 // INDY 2018 // MAY 15-20

**1971 FORD MUSTANG BOSS 351 FASTBACK**MCACN Concours Gold **STAR****\$132,000** SOLD

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 351 CI | 4-Speed | Blue  | Black    |

**ESTIMATE**

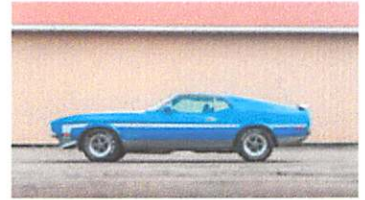
\$110,000 - \$130,000

**HIGHLIGHTS**

- MCACN Concours Gold in 2017
- MCA Trailer Concours Gold, medallion not included
- Delivered new to Towson Ford Sales, Inc. in Towson, Maryland
- Matching numbers 351/330 HP V-8 engine
- 4-barrel carburetor
- Wide ratio 4-speed manual transmission
- Traction-Lok differential, 3.91 gears
- Power steering
- Power brakes
- Bright Blue Metallic with Black interior
- Bucket seats and console
- Power windows
- Hurst shifter
- Front and rear spoilers
- AM radio
- Decor group
- Magnum 500 wheels
- Firestone Wide Oval tires
- 1 of 2 as optioned per Deluxe Marti Report
- Deluxe Marti Report
- Window sticker and shipper
- Rear window defroster

Winner of the Concours Gold Award at the 2017 Muscle Car and Corvette Nationals in Chicago, Illinois, this 1971 Ford Mustang Boss 351 is a sublime example of the last model in the original Boss lineage. Designed under the management of Semon "Bunkie" Knudsen, the 1971 Mustang reflected his desire for a larger, more luxurious Mustang, but even after the abandonment of the factory efforts that had led to three Trans Am championships, performance was still in high demand. The Boss 351 was the answer to that demand, built on the same formula as the previous Boss offerings but with a more refined driving experience and less of the edginess possessed of its forebears. First displayed at the November 1970 Detroit Auto Show, the new Boss 351 pawed the earth with extra-wide F60-15 tires, its identity heralded by special black or argent paint on its locking Ram Air hood, matching body stripes and sill panels and Boss 351 front-fender decals. Only 1,808 were Boss 351 Mustangs were built in total and the standard features were voluminous; beginning with the 351/330 HP Cleveland engine with 4-bolt mains, 11.0:1 compression, large valves in large port cylinder heads, a mechanical-lifter camshaft, an Autolite 4-barrel carburetor beneath an air cleaner that sealed to the hood inlets and finned-aluminum valve covers. Behind that was a Hurst T-handle-shifted wide-ratio 4-speed manual transmission and a 3.91 Traction-Lok differential. Also part of the mix were Competition Suspension, power front disc brakes, a front spoiler, extra-capacity cooling and an RPM limiter. Documented with the

LOT S223 // INDY 2018 // MAY 15-20

**1971 FORD MUSTANG BOSS 351 FASTBACK**351/330 HP, 4-Speed **STAR****\$104,500** SOLD

| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 351/330 HP | 4-Speed | Blue  | Black    |

**ESTIMATE**

\$100,000 - \$125,000

**HIGHLIGHTS**

- Sold new at Al Cheney Ford in Santa Cruz, California
- Fresh out of MCA Judge Bob Wilson's RJR Restoration shop April 2018
- Factory correct color combination Acapulco Blue/Black
- California car
- 351/330 HP engine
- 4-speed transmission
- 9-inch rear end with 3.91 Traction-Lok N case date code correct differential
- Competition suspension
- Power steering
- Power brakes with front discs
- Loaded with options not normally seen on a Boss 351
- Rear deck spoiler
- Sport deck rear seat
- Bucket seats and console
- Tinted glass
- Convenience group
- Decor group
- Rim Blow Deluxe steering wheel
- AM radio with Stereosonic tape system
- Marti Report
- Eminger shipper report
- OwnerCard
- Manuals

Fresh from an factory-correct detailing by Boss 351 specialist Bob Wilson that was completed in April 2018, this 1971 Boss 351 is nicely documented with a Deluxe Marti Report, window sticker, Eminger shipping invoice, owner-card warranty identification and both the 1971 Mustang owner's manual and Boss 351 supplemental booklet. The major components: engine, transmission, rear end, carburetor, distributor, cylinder heads, suspension are photo documented and verified by MCA Judge Bob Wilson to be matching-numbers and date code correct to the vehicle. The carburetor is the correct Autolite D1ZFZA. According to the documentation, the Acapulco Blue Boss 351 was well-equipped when sold new at Al Cheney Ford in Santa Cruz, California. From the factory, the Boss came with options not usually found on a high-performance Mustang like the Boss 351: the Convenience Group, Deluxe Rim-Blow steering wheel, power steering, AM radio with Stereosonic 8-track tape system and Décor Group. The Boss was also ordered with the Sport Deck (fold-down) rear seat and rear spoiler. Considered by many as the best of the original Boss Mustangs, the Boss 351 was capable of high 13-second quarter-mile times, making it one of the quickest of the first-generation Mustangs. As a package for the redesigned 1971 SportsRoof, the Boss 351 came with the 330 HP Boss 351 engine, 4-speed transmission with Hurst shifter, 9-inch

LOT F145.1 // KISSIMMEE 2018 // JAN 5-14

**1971 FORD MUSTANG BOSS 351 FASTBACK**MCA Thoroughbred, Unrestored with 823 Miles **STAR****\$192,500** SOLD**FROM THE WAYNE SCHMEECKLE COLLECTION**

| Engine     | Trans   | Color  | Interior |
|------------|---------|--------|----------|
| 351/330 HP | 4-Speed | Orange | Black    |

**ESTIMATE**

\$175,000 - \$225,000

**HIGHLIGHTS**

- Unrestored with 823 original miles
- MCA Thoroughbred Gold award winner
- Original window sticker still intact
- Original special-order Orange paint
- Original Black interior
- Original drivetrain
- Original Goodyear Polyglas GT tires
- R-Code 351/330 HP V-8 engine
- 4-speed manual transmission
- Hurst T-handle shifter
- Power front disc brakes
- Competition suspension
- Sport deck rear seat, fog lights
- AM radio with Stereosonic tape system
- Tinted glass, instrumentation group
- 15-inch Magnum 500 wheels
- 1 of 1,801 Boss 351 Mustangs produced
- The window sticker shows a credit for deletion of color-keyed racing mirrors that came as standard equipment in the Boss 351 package
- Sold new at The A.G. Birrell Company in Kinsman, Ohio

Original and unrestored with an astonishing 823 miles on the odometer, this 1971 Ford Mustang Boss 351 Fastback is one of the most remarkable cars being offered from the Wayne Schmeckle Collection. It was sold new at The A.G. Birrell Company in Kinsman, Ohio, and the intervening 48 years have turned it into a flawless fragment of Mustang history that has earned the Mustang Club of America's treasured Thoroughbred Gold Award. While initial styling concepts for the new-generation 1971 Mustang were a mishmash of clumsiness, the final design was a bold yet harmonious one, especially in fastback form. It was the largest Mustang yet, but it allowed engineers to install physically larger new powerplants—including the hulking Super Cobra Jet 429—between its shock towers without extra modifications. One of the best new engines was the new Boss 351's race-bred R-code 351/330 HP Cleveland V-8, a serious performer with a 4-bolt-main block, 11.7:1 compression, large-port Boss 302 cylinder heads and valves, aluminum intake and valve covers, and a radical solid-lifter camshaft with specs that took a back seat only to those in Chevrolet's L88 and LT1 engines. The Boss 351 package remained a comprehensive one, incorporating Competition Suspension, power front disc brakes, Hurst T-Handle-shifted 4-speed, 3.91:1 Traction-Lok differential, Ram Air hood with latches, fog lights, Instrumentation Group, a front spoiler and

LOT S101 // PORTLAND 2017 // JUNE 16-17



## 1971 FORD MUSTANG MACH 1 FASTBACK

429 SCJ, 4-Speed, MCA Concours Trailer Gold **STAR****\$90,000****SOLD**

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 429 CI | 4-Speed | Blue  | Black    |

### HIGHLIGHTS

- MCA Concours Trailer Gold 2013
- 1 of 531 429 CI Super Cobra Jet engine equipped Mach 1s
- 1 of 9 as equipped
- 4-speed transmission
- Drag Pack
- Marti Report
- Grabber Blue paint
- Rare 4.11 Detroit Locker axle ratio
- Featured in July 2015 issue of Hemmings Muscle Machines magazine
- Factory original Magnum 500 wheels with original-sized Goodyear F60/15 tires
- Rotisserie restoration started with a rust free California car
- Copy of judging sheets
- Restored by MCA judge Bob Wilson

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.

LOT F151 // INDY 2017 // MAY 16-20



# 1971 FORD MUSTANG MACH 1 FASTBACK

The Last Big-Block Mustang **STAR** **NO RESERVE**

**\$190,000** SOLD



| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 429 Ci | 4-Speed | Blue  | Blue     |

## ESTIMATE

\$75,000 - \$100,000

## HIGHLIGHTS

- The last big block Mustang as documented with a letter from Kevin Marti
- The last 429 Super Cobra Jet Mustang Mach 1 built in 1971
- The term Super Cobra Jet was not used again until 2012
- 1 of 613 produced
- Completed on August 5, 1971
- Restoration completed in by Jason Billups of Billups Classic Cars in Colcord, Oklahoma with assistance by Randy Roberts
- Original matching numbers 429/375 HP V-8 engine
- 780 CFM Holley carburetor
- Mechanical lifter camshaft
- Adjustable rocker arms
- Original 4-speed transmission
- 3.91 Traction-Lok differential
- Code 6 Silver Blue Metallic
- Code 5B Medium Blue clarion-knit/corinthian vinyl bucket seats
- Original build sheet
- Original window sticker
- Eminger gate release
- Original glovebox information materials

On August 5, 1971, during the final days of 1971 Mustang production, Ford assembled the last Mustang with a 429 Super Cobra Jet engine. A letter from Kevin Marti not only documents that this Silver Blue Metallic Mach 1 is that Mustang, Ford's database also confirms this Mach as the last Mustang ever built with a big-block engine. For 1972, Ford dropped the 429 from the Mustang's option list. Offered from the Kirt Fryer collection, this J-code Mach 1 is one of only 613 Mustangs produced with the 429 Super Cobra Jet big-block for 1971, the only year for Ford's 385-series big-block in the Mustang. A restoration was completed earlier this year by Randy Roberts at Muscle Car Restoration in Owasso, Oklahoma, with paint by Jason Billups from Billups Classic Cars. Equipped with its matching-numbers 429 Super Cobra Jet and original 4-speed transmission, the Mach 1 is painted in its factory code-6 Silver Blue Metallic and equipped with the code-5B Medium Blue knit vinyl bucket-seat interior, hockey-stick side stripes and 3.91:1 Traction-Lok rear axle. When ordered with the Drag-Pak option, the 429 Cobra Jet was transformed into a Super Cobra Jet. The package was based on a choice of 3.91:1 Traction-Lok or 4.11:1 Detroit Locker differential for drag-race starts, but it also upgraded the engine with a solid-lifter cam, adjustable rocker arms and 780 CFM Holley 4-barrel to increase horsepower to 375, along with added bottom-end

LOT S153 // INDY 2017 // MAY 16-20

**1971 FORD MUSTANG BOSS 351 FASTBACK**Concours Restoration **STAR****\$125,000** SOLD

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 351 CI | 4-Speed | Red   | Red      |

**ESTIMATE**

\$95,000 - \$110,000

**HIGHLIGHTS**

- Personal car of MCA Judge Bob Wilson
- Concours restored to MCA Trailer Gold standards in 1999 at RJ Restorations in Farmington, Minnesota
- 51,000 original miles, less the 65 miles since completion
- Original sheet metal, NOS trunk floor
- NOS tail lamp panel and housing, stripe kits and bumpers
- Correct PPG Delstar 13358 Red base/clear paint
- Matching numbers 351 CI engine bored .030 over
- Correct forged pop-up pistons
- D1ZX rods and crank
- Original carburetor rebuilt
- Factory Ford exhaust, NOS H pipe
- 3.91 rear end, 31-spline axles
- Original front shocks
- Dated upper and lower control arms
- Original front and rear springs
- Standard Red Vermillion interior
- Reproduction headliner, door panels and seat covers
- NOS shifter boot
- NOS Magnum 500 wheels and center caps
- Firestone Wide Oval tires
- Build sheet
- Marti Report
- Window sticker

The 1971 Boss 351 might very well be the best of the original Boss Mustangs. With 351 cubic-inches underneath big-port Cleveland 4-barrel heads, the Boss 351 produced 330 HP and gobs of low-end torque, unlike the earlier 1969-70 Boss 302s and 429s. Packaged into the restyled 1971 Mustang SportsRoof with Competition Suspension, 4-speed with Hurst shifter, 3.91:1 gears and functional Ram-Air hood, the Boss 351 was capable of high 13-second quarter-mile times, with handling to match. This 51,000-mile Boss 351—1F02R153450—has been restored to Mustang Club of America Concours Trailered Gold standards by its owner, longtime MCA judge Bob Wilson. With only 65 miles added since the completion of its ground-up restoration in April 1999, the red-on-red Boss 351 is as close to factory as you can get with original, NOS or exact reproduction parts. Retaining its production sheet metal, the body was restored with NOS weather stripping, bumpers, front spoiler, door handles and back glass, along with reproduction door glass and windshield. Wheels are NOS 15-inch Magnum 500s with Firestone Wide Oval tires. The rebuilt solid-lifter engine is matching-numbers with the VIN stamped on the back of the block, correct forged pistons, D1ZX cranks and rods, D1ZX CA intake



LOT S121 // KISSIMMEE 2017 // JAN 6-15



# 1971 FORD MUSTANG BOSS 351 FASTBACK

351 CI, Two-Owner Car **STAR**
**\$100,000** SOLD


## THE LIFELONG COLLECTION OF DON FEZELL

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 351 CI | 4-Speed | Black | Black    |

## ESTIMATE

\$75,000 - \$100,000

## HIGHLIGHTS

- Believed to be 19,721 original miles
- Two build sheets
- Two-owner car
- Original 351 CI V-8 engine
- 4-speed manual transmission
- Hurst shifter
- Black/Gray exterior
- White side stripe
- Black interior
- 3.91:1 Traction-Lok differential
- Convenience group
- Power steering
- Power windows
- Console
- AM radio/8-Track player
- Intermittent wipers
- Rear window defroster
- Tinted glass
- Magnum 500 chrome wheels
- Goodyear Polyglas white letter tires
- Built March 11, 1971
- Comprehensive restoration by Randy DeLisio of Lyons, New York
- Restoration photos and receipts
- Marti report
- Original owner's manual
- 4 shop manuals

There's something special about a low-mileage Mustang that has lived through five decades since rolling off the production line. With fewer than 20,000 miles, this two-owner 1971 Boss 351 fits the description. Powered by the unique Boss 351 engine with its mandatory 4-speed, the black with argent SportsRoof is also packed with factory options, including rare power windows, intermittent windshield wipers and rear-window defroster, plus power steering, AM/8-track stereo radio, console, Convenience Group, tinted glass and Magnum 500 wheels with Goodyear Polyglas white-letter tires. In 1971, Ford produced only 1,805 Boss 351s. This model goes down in history as one of the quickest Mustangs of the muscle-car era. A larger-displacement replacement for the 1969-70 Boss 302, the solid-lifter Boss 351 put sufficient cubic inches under the large-port, staggered-valve Cleveland heads, improving torque to give the mid-displacement Boss a boost down low while also pushing horsepower to 330, a 40-horsepower improvement over the previous 302. Representing the final year of the Boss Mustang, the Boss 351

LOT F157 // INDY 2016 // MAY 17-21

**1971 FORD MUSTANG BOSS 351 FASTBACK**351/330 HP, 1 of 1,806 Built **STAR** **NO RESERVE****\$105,000** **SOLD****FROM THE KIRT FRYER 1971 MUSTANG COLLECTION**

| Engine     | Trans   | Color        | Interior |
|------------|---------|--------------|----------|
| 351/330 HP | 4-Speed | Grabber Blue | Black    |

**ESTIMATE**

\$55,000 - \$70,000

**HIGHLIGHTS**

- From the Kirt Fryer 1971 Mustang Collection
- Believed to be 18,000 original miles
- Previously part of the Kim Miller Collection
- One of 1,806 Boss 351s produced
- Sold new at Lucas Motor Company, Inc. in Burlington, New Jersey
- Rotisserie restored to correct specs
- Original sheet metal
- Matching numbers 351/330 HP Ram Air V-8 engine
- Wide ratio 4-speed transmission
- 3.91 Traction-Lok differential
- Power disc brakes
- Grabber Blue with Black interior
- Corinthian vinyl bucket seats
- Pushbutton AM radio
- Magnum 500 wheels
- Marti Report

The Boss 351 was Ford's top performance Mustang for 1971. When Ford dropped out of racing at the end of the 1970 model year, there was no longer a need for a special under 5.0-liter Boss 302 for Trans-Am racing. The Boss 351 put more cubic inches underneath the huge ports in the Cleveland 4-barrel heads, providing the 1971 Boss with 330 horsepower plus abundant bottom-end torque, something the 302 version lacked. Although packaged in the 1971 Mustang's larger and heavier SportsRoof styling, "Motor Trend" magazine blasted a road-test Boss 351 to a 13.8 at 104 MPH quarter-mile clocking, establishing the 1971 model as one of the quickest from the muscle-car era. For anyone looking for a prime example of the last of the Boss Mustangs, this Grabber Blue Boss 351 from the Fryer collection satisfies the criteria. With only 18,000 miles, it ranks among the lowest-mileage Boss 351s in existence, rotisserie restored yet still maintaining its original sheet metal. In addition to being part of the Fryer collection, the Mustang was previously recognized as one of the finest cars in the collection put together by Kim Miller, which featured one Boss Mustang of every available color. As part of a muscle-car event promotion in 2011, the Grabber Blue with Argent 1971 Boss 351 was displayed throughout the MGM Resort International properties in Las Vegas, including The Mirage, Mandalay Bay and New York-New York. Like all Boss 351s, the

LOT S112 // INDY 2016 // MAY 17-21



## 1971 FORD MUSTANG BOSS 351 FASTBACK

351/330 HP, 4-Speed, 17,677 Miles **STAR**
**\$93,500** SOLD


### FROM THE GARY WHITMAN COLLECTION

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 351 CI | 4-Speed | Red   | Red      |

### ESTIMATE

\$65,000 - \$90,000

### HIGHLIGHTS

- Original drivetrain
- 351 CI engine
- 4-speed transmission
- Original interior striped cloth and Red vinyl interior
- Restored by Dicky Dills
- 17,677 actual miles
- Hurst shifter
- Build sheet
- Restoration invoices
- Deluxe Marti Report
- Traction-Lok differential
- 1 of 8 in this color combination
- Magnum 500 chrome wheels

Many consider the 1971 Boss 351 to be the overall best of the legendary Boss Mustangs. This red-on-red example retains its original drivetrain, original interior, and has only been driven 17,677 miles since new. For 1971, the Boss 351 SportsRoof replaced the 1969-70 Boss 302 by putting sufficient cubic inches under the large-port, staggered-valve Cleveland heads, improving torque to give the mid-displacement Boss a boost down low while also boosting horsepower to 330 at higher revs. According to era drag tests, the Boss 351 was as quick—if not quicker—than muscle cars with 100 more cubic inches under the hood. The Boss 351 was the total performance package in the final year of the Boss Mustang. Based on the 351 Cleveland, the Boss version came with a 4-bolt main bearing block, solid-lifter camshaft, and a 750 CFM Autolite 4-barrel carburetor on a unique aluminum intake manifold. Ram-Air through the NACA-duct hood was standard equipment, along with Competition Suspension with 15-inch Magnum 500 wheels, heavy-duty 4-speed with Hurst shifter, and 9-inch rear end with Traction-Lok differential and 3.91:1 gearing. Staggered rear shocks dampened wheel hop during hard acceleration. Externally, subtle "Boss 351 Mustang" block lettering decals on the front fenders and trunk lid differentiated the Boss from the Mach 1 and other 1971 SportsRoofs, along with "hockey-stick" side stripes, full hood black-out, and black rear panel. This Boss 351 is one of eight with the Bright Red exterior and Vermilion cloth and vinyl interior. The body was restored by Dicky Dills in the original color and the car retains its original engine and drivetrain. The Magnum 500 wheels are wrapped in OEM-style Firestone Wide Oval tires. A Deluxe Marti Report confirms this Boss 351's provenance as a genuine piece of Mustang muscle-car history.

LOT F158 // INDY 2016 // MAY 17-21

**1971 FORD MUSTANG BOSS 351 FASTBACK**351/330 HP, Rare Color Combination **STAR** **NO RESERVE****\$87,500** **SOLD****FROM THE KIRT FRYER 1971 MUSTANG COLLECTION**

| Engine     | Trans   | Color        | Interior |
|------------|---------|--------------|----------|
| 351/330 HP | 4-Speed | Grabber Lime | Green    |

**ESTIMATE**

\$55,000 - \$70,000

**HIGHLIGHTS**

- From the Kirt Fryer 1971 Mustang Collection
- Two build sheets
- Deluxe Marti Report
- Window sticker
- Original manufacturer inspection sheets
- Sold new at Vels-Parnelli Jones Ford in Torrance, California
- One of eight Boss 351 Mustangs produced with these paint and trim codes
- Previously part of the Kim Miller Collection
- Original sheet metal
- Original matching numbers 351/330 HP engine
- Original wide ratio 4-speed transmission
- Original 3.91 Traction-Lok differential
- Power steering
- Mostly original Grabber Lime paint
- Green stripe cloth and Corinthian vinyl interior
- AM radio
- Decor and Accent group
- Sport deck rear seat

The wild and colorful psychedelic 1960s were giving way to the more earth-tone shades of the 1970s when Ford released the paint and interior trim charts for the 1971 Mustang. With Harvest Gold and Avocado Green popular in kitchens, Ford gave Mustang buyers similar choices of Medium Yellow Gold and Grabber Lime. Plaid-like striping on the optional cloth and vinyl interiors completed the fashionable décor. The Grabber Lime exterior with green cloth and vinyl interior on this Fryer Boss 351 epitomizes the look of the 1970s. "Imagine going into your local Ford dealer in 1971 and seeing this car," says collector Kirt Fryer. "You'd say, 'Man, I've got to have this lime green car with green striped seats!'" Perhaps 1971 was too soon for the wild color combo—only seven other Boss 351s were produced in Grabber Lime with green cloth interior. In addition to the mostly original paint and interior, this Boss 351 is also equipped with its original drivetrain—Boss 351 engine, heavy-duty 4-speed transmission with Hurst shifter, and 9-inch rear end with 3.91:1 gearing. Sold new in at Vels-Parnelli Jones Ford in Torrance, California, the car retains its factory sheet metal. Fryer notes that the uniqueness of the green Boss 351 also made it part of two other notable Boss Mustang collections. The

LOT F155 // INDY 2016 // MAY 17-21

**1971 FORD MUSTANG MACH 1 FASTBACK**SCJ 429/375 HP, 4-Speed **STAR** **NO RESERVE****\$86,000** **SOLD****FROM THE KIRT FRYER 1971 MUSTANG COLLECTION**

| Engine     | Trans   | Color        | Interior |
|------------|---------|--------------|----------|
| 429/375 HP | 4-Speed | Grabber Blue | Black    |

**ESTIMATE**

\$65,000 - \$80,000

**HIGHLIGHTS**

- From the Kirt Fryer 1971 Mustang Collection
- One of 531 Super Cobra Jet Drag Pack Mustangs produced in 1971
- One of nine Drag Pack 4-speed cars in Grabber Blue with 4.11 rear axle per Marti Report
- Sold new at John E. Noyes Ford in San Gabriel, California
- Restored approximately 10 years ago by SEMO Classic Mustang, Inc. in Cape Girardeau, Missouri
- Recent engine bay detail by SEMO Classic Mustang, Inc.
- Original 429/375 HP Super Cobra Jet engine
- Original carburetor and distributor
- Original close ratio 4-speed transmission
- Original 4.11 Detroit Locker rear axle
- Power steering
- Power brakes with front discs
- Grabber Blue with Black Clarion-knit vinyl interior
- Tinted glass
- Pushbutton AM radio
- Magnum 500 wheels
- Window sticker
- Marti Report
- Featured in July, 2015 issue of Hemmings Muscle Machines

For 1971, Ford built only 1,865 Mustangs with the 429 Cobra Jet, including all body styles. Of those, only 531 Fastbacks were optioned with the 429 SCJ/Drag-Pack, with only nine built in Grabber Blue with 4-speed transmission and 4.11:1 gearing. This example from the Kirt Fryer collection is one of those ultra-rare Mustangs. Based on the SportsRoof, the Mach 1 for 1971 came with color-keyed front bumper, honeycomb grille, Competition Suspension, dual racing mirrors, honeycomb rear panel with pop-open gas cap, and Mach 1 fender decals. With Grabber Blue paint combined with Argent lower panels and optional "hockey-stick" side stripes, this Mach 1 is one of the best-looking Mustangs of all time. It's also equipped with tachometer, power steering and front disc brakes, and Magnum 500 wheels with correct Firestone F60x15 Wide Oval tires. From the time the Mach 1 model debuted in 1969, the Cobra Jet big-block was the most appropriate powerplant for the popular SportsRoof's "speed of sound" identity. When the 428 CJ gave way to the 429 CJ for 1971, the new canted-valve engine fell right into place for the sleek Mach 1's muscular character. The original California buyer of this Mach 1 also specified the Drag-Pack option, making it one of the few 1971 Mustangs with the 375-

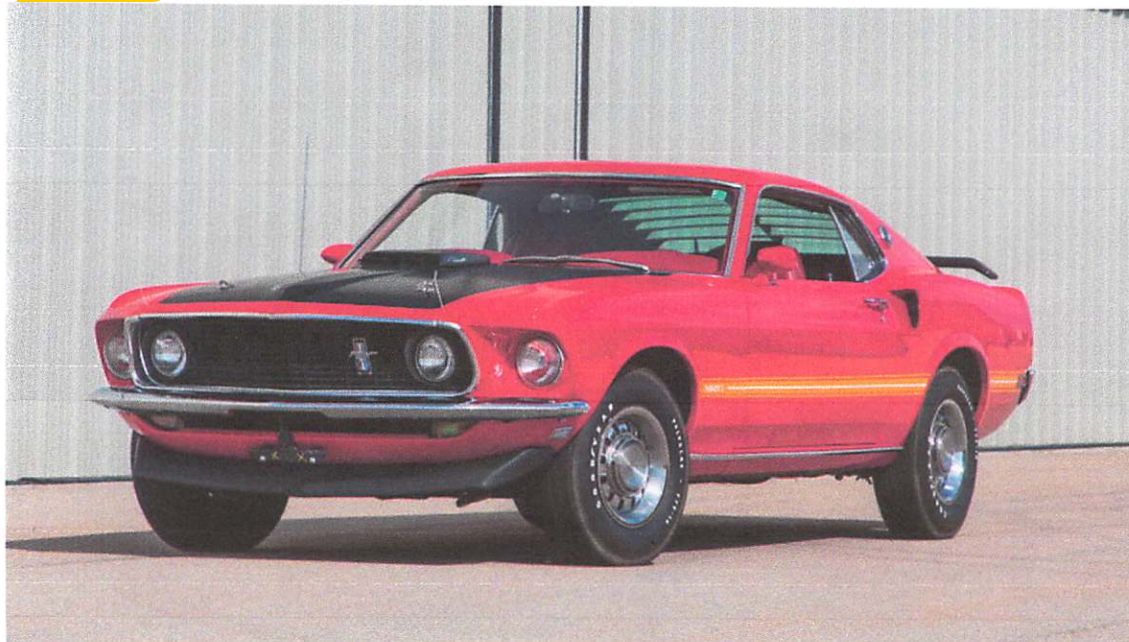
LOT S108 // INDY 2019 // MAY 14-19



# 1969 FORD MUSTANG MACH 1 FASTBACK

428 Super Cobra Jet, Well Documented **STAR**

**\$107,250** SOLD



## ZANDEE COLLECTION

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 428 CI | 4-Speed | Red   | Red      |

## ESTIMATE

\$105,000 - \$125,000

## HIGHLIGHTS

- Very rare highly-optioned Super Cobra Jet Mach 1
- 1 of 33 produced with these engine and trim options
- 1 of 5 produced as equipped
- Documented with 4 build sheets, quality check list and Deluxe Marti Report
- Exceptional concours-level frame-off restoration by marque specialists using mostly original equipment and components
- Sold new at Marshall Motor Co. in Mayfield Heights, Ohio
- Original engine and transmission
- 428 Cobra Jet engine with Ram Air
- Factory Drag Pack
- Close ratio 4-speed manual transmission
- 4.30 Traction-Lok differential
- Power brakes with front discs
- Shaker hood
- Factory correct Candy Apple Red with blackout hood treatment
- Dark Red Clarion-knit vinyl high-back bucket seats
- Correct window slats and rear spoiler added
- AM radio
- Styled steel wheels
- Polyglas tires
- Restoration photos

All the right Mustang muscle-car buzzwords can be used to describe this 1969 model: Mach 1, R-code, Super Cobra Jet, Shaker and Drag Pack. Rare to begin with as one of very few Mach 1s built with the ram-air 428 Super Cobra Jet, close-ratio 4-speed manual transmission and 4.30 Traction-Lok rear axle, the SportsRoof is made even rarer by its Candy Apple Red paint and Dark Red interior—in fact, only 33 were produced with these engine and trim options. According to the Marti Report, only five other 1969 Mach 1s were equipped the same. D deservedly, the red-on-red Mach 1 has completed an exceptional, concours-level restoration by marque specialists using mostly original equipment and components, right down to the markings beneath the hood and factory styled steel wheels with Goodyear Polyglas tires. With the R-code 428 Cobra Jet, the Mach 1 came from the factory with the functional Shaker hood scoop that crammed cooler outside air into the 335 HP engine under full throttle. When ordered with the optional 4.30 rear gears, the 428 was upgraded to a Super Cobra Jet at the factory by adding an oil cooler, heavy-duty connecting rods and special balancing. The SportsRoof-only body style added plenty of supercar image with the blackout hood, cable-attached click-pins, gold reflective stripes, dual racing mirrors, quad exhaust tips and a unique interior with Clarion-knit high-back bucket seats, molded door panels, console,

LOT F163 // INDY 2019 // MAY 14-19

**1969 FORD MUSTANG MACH 1 FASTBACK**428 SCJ, Drag Pack **STAR****\$82,500** SOLD

| Engine | Trans   | Color |
|--------|---------|-------|
| 428 CI | 4-Speed | Black |

**ESTIMATE**

\$100,000 - \$125,000

**HIGHLIGHTS**

- R-code matching numbers 428 CI SCJ Ram Air engine
- Original close ratio 4-speed transmission
- Rare laser straight Raven Black exterior
- Factory 3.91 Traction-Lok rear end
- Factory Drag Pack
- Nut and bolt detailed restoration
- Detailed engine compartment
- Finished undercarriage in correct Red oxide primer
- Correct decals and chalk marks throughout
- Ordered with power disc brakes, AM radio, and White letter tires
- Correct Goodyear Polyglas bias ply tires
- Documented with Elite Marti report
- Original dealer invoice listing all factory options
- Sold new at TD and PA Peeffley Ford in Dayton, Ohio
- Ordered March 19, 1969, built on April 11, 1969 and delivered April 23, 1969

A stunning nut-and-bolt restoration and matching-numbers R-Code Super Cobra Jet 428 power headline this concurs-quality 1969 Ford Mustang Mach 1 Fastback. As documented in the accompanying Elite Marti Report, this Super Cobra Jet Mach 1 was ordered on March 19, 1969, built at the Dearborn, Michigan, assembly plant on April 11, and then delivered on April 23 to its first owner at T.D. & P.A. Peeffley Ford in Dayton, Ohio. If there was a recurring theme at Ford in 1968, it was the new focus on performance former Chevrolet General Manager Bunkie Knudsen brought with him when he became Ford's president in February of that year. One of his first actions was to speed production of the new 428 Cobra Jet engine, which employed Ford's high-performance 427 cylinder heads, a Holley 4-barrel on a ported intake manifold, and free-flowing header-style exhaust manifolds to deliver far more than its official factory rating of 335 HP. In 1969, Ford added a special version dubbed Super Cobra Jet and hid it deep in the option-code list. The R-Code Super Cobra Jet package was activated by ordering the Drag Pack Axle option, which gave buyers a choice of 3.91 or 4.30 Traction-Lok rear ends and also added special cap-screw Le Mans-type 427 connecting rods, a specific crank, damper and flywheel, and an external engine-oil cooler. Packing its matching-numbers R-Code SCJ 428 engine, the original close-ratio 4-speed manual transmission and a 3.91 Traction-Lok rear end, this show-stopping Mach 1 further impresses with glass-like Raven Black paint and red graphics over laser-straight

LOT T147 // KISSIMMEE 2019 // JAN 3-13



# 1969 FORD MUSTANG MACH 1 FASTBACK

428 Super Cobra Jet, 4-Speed **STAR****\$110,000****SOLD**

| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 428/400 HP | 4-Speed | Blue  | Black    |

## ESTIMATE

\$110,000 - \$135,000

## HIGHLIGHTS

- Factory Super Cobra Jet Mach 1
- Sold new at Paul Miller Ford, Inc. in Lexington Kentucky
- Rebuilt 428/400 HP Super Cobra Jet engine with Dyno sheet
- 430 W code Drag Pack
- Two year rotisserie restoration completed 2018
- 1 of 3,388 built
- Ram Air induction
- Close ratio 4-speed transmission
- 4.30 Traction-Lok rear axle
- Power steering
- Power brakes with front discs
- Acapulco Blue with Blackout hood treatment
- Front and rear spoilers
- Rear window louvers
- Shaker hood with hold-down pins
- Black hi-back Corinthian bucket seats
- Center console
- Wood-rimmed steering wheel
- Color-keyed mirrors
- Styled steel wheels
- Firestone Wide Oval tires
- Marti Report

This factory Super Cobra Jet Mustang ranks very high in the pecking order of Mach 1 desirability. Finished in its gorgeous factory-correct color of Acapulco Blue, the muscular Mach 1 is optioned with the R-code 428 Cobra Jet in combination with the coveted Drag Pack that upgraded the Ram-Air engine into a Super Cobra Jet. The Marti Report documents the Mach 1 as factory-equipped with the 1969 Mustang's stoutest drivetrain: close-ratio 4-speed backed by the 9-inch rear end with W-code 4.30.1 Traction-Lok gears. As a Super Cobra Jet, the 428 was upgraded with heavy-duty connecting rods, special balancing and an external oil cooler. The Mach 1, which debuted as a new Mustang model in 1969, added a performance image to the restyled Sportsroof thanks to blackout hood paint, hood scoop and hold-down pins, reflective side and trunk stripes, quad exhaust tips and a pop-open gas cap. But the Mach was more than looks; the package also added the Competition Suspension (with staggered rear shocks when equipped with 4-speed) and a unique interior with high-back Corinthian vinyl bucket seats, wood-grain trim, Rim-Blow 3-spoke steering wheel and center console. Adding the 428/335 HP Cobra Jet to the mix provided the Mach 1 with everything it needed to back up the "Speed of Sound" name. Sold new at Paul Miller Ford, Inc., in Lexington, Kentucky, this Mach 1 is also equipped with power steering and power front disc



LOT F234 // KISSIMMEE 2019 // JAN 3-13



## 1969 FORD MUSTANG MACH 1 FASTBACK

428 CI, 4-Speed **STAR**
**\$99,000** **SOLD**


| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 428 CI | 4-Speed | Red   | Black    |

### ESTIMATE

\$80,000 - \$110,000

### HIGHLIGHTS

- Sold new at Carl Beasley Co. in York, Pennsylvania
- Extensive concours restoration completed in 2018 by a marque expert
- Restored in its original color of Candy Apple Red with Black hood treatment
- Highly original sheet metal with factory spot welds
- Correct 428 Cobra Jet V-8 engine with factory I.D. tag
- Correct close ratio 4-speed manual transmission
- Correct 3.50 nodular
- Correct rebuilt carburetor, distributor and smog system
- Front disc brakes
- Candyapple Red with blackout hood treatment
- Black clarion knit hi-back bucket seats
- Front spoiler
- Factory tachometer
- Factory AM/FM radio
- Styled steel wheels
- Goodyear Polyglas tires
- Marti Report
- Original buck tag and door tag

Fresh from a concours-quality restoration completed in 2018 by a Mustang expert, this Q-code 1969 Mach 1 features the correct drivetrain that includes the 428 Cobra Jet big-block, close-ratio 4-speed transmission and 9-inch rear end with 3.50 gears in a nodular iron housing. Restored in the factory Candy Apple Red paint with the Mach 1 blackout hood treatment and black/gold side stripes, the SportsRoof sports its original sheet metal with the factory spot welds. The nicely detailed 428 is equipped with a rebuilt 4-barrel carburetor under the correct chrome-lid air cleaner, overhauled distributor, chrome valve covers and hard-to-find smog system. The engine compartment, drivetrain, dual exhaust system and undercarriage are detailed to concours specifications. Per the Marti Report, the Mach 1 sold new at Carl Beasley Co. in York, Pennsylvania, with options including the factory in-dash tachometer and AM/FM radio. The original buck tag and door data plate remain in place. Many 1969 Mach 1s have been retro-fitted with Magnum 500s, but this one retains the factory styled steel wheels with Goodyear white-letter Polyglas tires. A front chin spoiler has been added. For 1969, Ford debuted the Mach 1 SportsRoof to the Mustang lineup as the muscle-car model. As such, it was packaged with a hood scoop and pin-type latches, reflective side and trunk decals, dual racing mirrors, quad exhaust tips, Competition Suspension and front disc

LOT S176.1 // INDY 2018 // MAY 15-20

**1970 FORD MUSTANG MACH 1 FASTBACK**428 CI, Window Sticker **STAR****\$87,450** SOLD**FROM THE WATERFORD COLLECTION**

| Engine | Trans     | Color | Interior |
|--------|-----------|-------|----------|
| 428 CI | Automatic | Blue  | White    |

**ESTIMATE**

\$85,000 - \$100,000

**HIGHLIGHTS**

- Factory R-Code Mach 1
- Documented with original window sticker
- 1 of 1 as optioned per Marti Report, Deluxe and framed Elite copies included
- Delivered new on June 2, 1970 to Bill Rutlard Ford in Memphis, Tennessee
- Concours rotisserie restoration completed in 2017 to correct specs utilizing NOS parts when available
- Original sheet metal, Texas car
- Correct paint daubs, over-spray and red oxide primer undercarriage
- Date code correct 428 Ram Air Cobra Jet engine
- Shaker hood
- Date code correct smog system
- Original VIN-stamped C6 automatic transmission
- Original 3.00 Traction-Lok differential
- Power steering
- Power brakes with front discs
- Medium Bright Blue Metallic with White Corinthian vinyl interior
- Bucket seats and center console
- Factory air conditioning
- Sport deck seating
- Factory sport slats
- Rear deck spoiler
- Tinted glass
- Factory tachometer and trip odometer
- Magnum 500 wheels
- Polyglas tires
- Owner's manual

Ford injected a muscle-car image into the Mustang by adding the Mach 1 to the model lineup for 1969. It was hugely successful with more than 72,000 sold; with the market saturated, second-year sales dropped to just under 42,000. Of those 1970 Mach 1s, only 2,501 were powered by the Shaker-scooped 428 Cobra Jet big-block. This blue example is verified as a factory Ram Air by the R-code VIN, as shown on the window sticker and Marti Report. Originally delivered to Bill Rutlard Ford in Memphis, Tennessee, in June of 1970, the Mach 1 spent much of its life in Texas and retains its original sheet metal. A rotisserie restoration was completed in 2017 to factory specifications, including a correctly date-coded 428 Cobra Jet Ram Air engine, red oxide undercarriage with factory-correct overspray, paint daubs, date-coded emissions system and use of NOS parts when available. For 1970, Ford mildly restyled the Mustang and updated the Mach 1 SportsRoof with

LOT T184.1 // INDY 2018 // MAY 15-20



# 1969 FORD MUSTANG MACH 1 FASTBACK

428 CI, 4-Speed **STAR**
**\$85,800** SOLD


| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 428 CI | 4-Speed | Black | Black    |

## ESTIMATE

\$90,000 - \$110,000

## HIGHLIGHTS

- True R-code 428 Mach 1
- Rotisserie restored to concours condition
- 428 CI Cobra Jet engine
- 4-speed transmission
- Documented with Deluxe Marti Report
- Rare factory Raven Black with mirror finish
- New Black interior with Red accents
- Shaker hood
- Rear window louvers
- Front and rear spoilers
- Magnum 500 wheels
- Goodyear polyglass tires
- Red oxide floors
- Koni shocks
- Original radio
- Console

Factory delivered with the 428 Cobra Jet, Ram Air "Shaker" hood scoop and 3.91 Traction-Lok differential, this 1969 Mach 1 sat at the top of the Mustang performance food chain when it was sold new. Documented by a Deluxe Marti Report, the Raven Black SportsRoof has completed a rotisserie restoration to concours standards, complete with red-oxide undercarriage, new black interior with red accents, factory-style hoses and clamps, original AM radio and hard-to-find emissions equipment. Koni shocks have also been added. The Mach 1 is also equipped with 1969's popular exterior options: rear-window louvers, front chin spoiler, pedestal-mount rear wing and chrome Magnum 500 wheels shod with period-correct white-letter Goodyear Polyglas tires. A true R-code car, this Mach 1 was ordered with the 335 HP 428 Cobra Jet Ram Air powerplant. For 1969, the Mach 1 body style supplied a muscle-car persona for the freshly restyled Mustang SportsRoof, a design that included quad headlights, bulging rear fenders with faux scoops, sweeping roofline ending in a built-in ducktail spoiler and a concave rear panel. The Mach 1 package added the blackout hood with scoop, reflective side stripes, chrome-styled steel wheels, color-keyed racing mirrors, Competition Handling Suspension and unique Deluxe interior with high-back bucket seats, molded door panels, wood-grain trim, red carpet inserts and a full floor console.

\*Please note that this Mustang was restored a 4-speed transmission with period correct Super Cobra Jet components.

LOT S49 // HOUSTON 2018 // APR 5-7



## 1970 FORD MUSTANG MACH 1 FASTBACK

R-Code 428 CJ, Automatic **FEATURE** **NO RESERVE****\$84,700****SOLD**

### THE RICK SMITH COLLECTION

| Engine | Trans     | Color  | Interior   |
|--------|-----------|--------|------------|
| 428 CI | Automatic | Orange | Vermillion |

### ESTIMATE

\$50,000 - \$75,000

### HIGHLIGHTS

- Factory R-code Mustang Mach 1
- Cobra Jet Ram Air 428 CI engine
- Automatic transmission
- Power brakes with front discs
- Orange with Vermillion interior
- Front and rear spoilers
- Shaker hood
- Rear window slats
- Bucket seats and center console
- Air conditioning
- Color-keyed mirrors
- Remote driver's mirror
- Pushbutton AM radio
- Clock
- Magnum 500 wheels
- Firestone tires
- Marti Report

This Mach 1 ranks at the top of the collector-car totem pole as it is one of only 3,185 factory-equipped with the R-code 428 Cobra Jet big-block V-8 in 1970. Backed by an automatic transmission, this Mach 1 is blazing in its Orange finish and matching interior. Introduced as a separate Mustang model in 1969, the Mach 1 roared into its second model year with a more European look with the slightly restyled 1970 Mustang, which brought back the two-headlight front end. Along with Competition Suspension, the Mach 1 package added muscular appeal with grille-mounted driving lights, Black hood paint and decals, a hood scoop, twist-type hood locks, aluminum rocker panels, color-keyed racing mirrors, blackout honeycomb rear panel, pop-open gas cap and oval exhaust tips. Inside, the Mach 1 was equipped with its own high-back bucket seats, console, molded door panels and woodgrain trim. Wheels on this Mach 1 are the optional Magnum 500s with Firestone White-letter tires.

LOT T113 // HOUSTON 2018 // APR 5-7

**1970 FORD MUSTANG MACH 1 FASTBACK**428 CI, Rare Color Combination **STAR****\$84,700** **SOLD**

| Engine | Trans   | Color  | Interior |
|--------|---------|--------|----------|
| 428 CI | 4-Speed | Orange | White    |

**HIGHLIGHTS**

- Recently completed nut and bolt rotisserie restoration with an emphasis on as-delivered condition using NOS components whenever possible
- Only test miles since restoration
- Rare factory color combination of Grabber Orange with White Corinthian vinyl interior
- Correct overspray and Red oxide primer on undercarriage
- Proper chalk marks and stickers throughout
- Date code correct R-code 428 Ram Air Cobra Jet engine
- Restored original Holley carburetor, intake and distributor
- Correct emissions equipment
- 4-speed manual transmission
- 3.50 Traction-Lok differential
- Restored original differential tag
- Power steering and front disc brakes
- Factory rear slats and rear spoiler
- Date code correct Car-Lite glass stickers
- Seatbelts re-webbed with proper date codes
- Rear belts in plastic baggies
- Magnum 500 wheels
- Correct F70-14 Goodyear bias ply tires
- Marti Report
- Extensive photo album to showcase date codes
- Delivered new to Al Piemonte Ford, Inc. in Melrose Park, Illinois

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.

LOT F70.1 // KISSIMMEE 2018 // JAN 5-14

**1969 FORD MUSTANG MACH 1 FASTBACK**428 Cobra Jet, 4-Speed **STAR****\$95,700** SOLD

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 428 CI | 4-Speed | Aqua  | Black    |

**HIGHLIGHTS**

- Matching numbers R-code 428 CI engine
- Correct close ratio 4-speed transmission
- Correct modular Traction-Lok 3.25 rear
- Correct carburetor, heads, intake and fuel pump
- 1 of 216 painted Gulf Stream Aqua
- 1 of 1 built with as configured
- Documented with Elite Marti Report and buck tag
- Sold new and spent most of its life in North Carolina
- Ownership history
- Copies of title back to original MSO
- Original sheet metal
- One repaint
- Original interior with exception of carpet
- Original radio and lighter

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.

LOT S123 // KISSIMMEE 2017 // JAN 6-15



## 1969 FORD MUSTANG MACH 1 FASTBACK

428 SCJ, 4-Speed, Special Order Paint **STAR**
**\$170,000** SOLD


### THE LIFELONG COLLECTION OF DON FEZELL

| Engine | Trans   | Color  | Interior |
|--------|---------|--------|----------|
| 428 CI | 4-Speed | Yellow | Black    |

### ESTIMATE

\$100,000 - \$125,000

### HIGHLIGHTS

- Two-owner car
- Documented with the order form and bill of sale
- Believed to be 18,545 original miles
- Original 428 CI V-8 Super Cobra Jet engine
- 4-speed close ratio manual transmission
- Code 5 Special Order Yellow exterior
- Black interior
- 3.91:1 Traction-Lok differential
- Cobra Jet hood scoop
- Hi-Back bucket seats
- AM radio/8-Track player
- Drag Pack
- Power front disc brakes
- Power steering
- Tinted glass
- Goodyear Polyglas white letter tires
- Comprehensive restoration by Randy DeLisio of Lyons, New York
- Marti Report and owner's manual

There's a lot to like about this 1969 Mustang Mach 1. To start with, it was equipped from the factory with the 335-horsepower 428 Cobra Jet engine, an R-code with the functional Shaker hood scoop. Next, it was ordered with 4-speed close-ratio manual transmission and 3.91:1 Traction-Lok rear axle, which added the Drag Pack option to upgrade the FE big-block to Super Cobra Jet status with oil cooler, heavy-duty connecting rods and special balancing. Even better, the bright yellow paint was special ordered under DSO 9370. To top it off, the Mach 1 is a two-owner car that was comprehensively restored by Randy DeLisio of Lyons, New York, and sports just 18,545 original miles. With those credentials, it's easy to see why this car was added to the incredible car collection of Don Fezell. Introduced in 1969 as Ford's answer to the Super Sport Camaro and other performance image cars, the Mach 1 was a SportsRoof-only package with blackout hood treatment, hood scoop and click pins, reflective side stripes, chrome styled steel wheels, quad dual-exhaust tips and a unique interior with high-back bucket seats, red accents, wood-grain trim and console. The Mach 1 proved extremely popular; Ford sold more than 72,000 during the 1969 model year. Of those, fewer than 13,000 came with the 428 Cobra Jet. The number narrows considerably with the SCJ and 4-speed. Add special-order yellow paint to the equation and you're likely looking at a

LOT S80.1 // PHOENIX • GLENDALE 2019 // MAR 14-17



# 1969 FORD MUSTANG BOSS 429 FASTBACK

 KK No. 1886, 1 of 857 Produced **STAR**
**\$209,000** SOLD


| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 429/375 HP | 4-Speed | Red   | Black    |

## HIGHLIGHTS

- KK no. 1886
- Two year restoration on rust free body
- One of 857 built in 1969
- Beautiful Candyapple Red exterior
- Documented with Deluxe Marti Report, original build sheet and original shipping invoice
- 820-T 429/375 HP engine
- 3.91 Traction-Lok rear axle
- Competition suspension
- Trunk mounted battery
- Deluxe decor interior
- Power steering
- Driver operated ram-air and choke
- Recently sorted

To Ford's incoming new president, Semon "Bunkie" Knudsen, the company's decade-long Total Performance program was an international success by every measure, except one: sales. The performance-oriented Knudsen wasted no time in solving the problem by appealing to the youth market, launching the 1968 428 Cobra Jet Mustangs into NHRA Super Stock competition and following that up with the Boss 429 Mustang, whose purpose was twofold: homologate the new 429 "Semi Hemi" engine for NASCAR and unleash what Roy Lunn of GT40 fame described as "really just a hairy, crazy road machine."

To fit the immense 429 engine into the Mustang's confines, Ford contractor Kar Kraft lowered the front suspension and moved the mounting points outward. All Boss 429s were equipped with a 4-speed manual transmission and 3.91:1 Traction-Lok rear axle, dual exhaust, functional hood scoop and front spoiler, Competition Suspension, color-keyed dual racing mirrors, engine-oil cooler, trunk-mounted 85-amp battery, power steering, power front disc brakes, a 3/4-inch rear sway bar, the Deluxe Décor interior, 8,000 RPM tachometer and an AM radio.

This 1969 Ford Mustang Boss 429, Kar Kraft No. 1886, was delivered to Mercer Motor of Princeton, West Virginia, for retail sale. The two-year restoration was based on the original rust-free sheet metal and included new glass, Deluxe Décor interior and bright work. Special care was taken to refinish the engine compartment and undercarriage using the correct specific metal coatings, plating treatments and paint finishes. KK No. 1886 would make a wonderful addition to the stable of the most discerning collector.



LOT S23 // DALLAS 2018 // OCT 3-6

**1969 FORD MUSTANG BOSS 429 FASTBACK**KK No. 1857, 429 CI, 4-Speed **FEATURE** **NO RESERVE****\$214,500** **SOLD****THE LEADED GAS COLLECTION AT NO RESERVE**

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 429 CI | 4-Speed | White | Black    |

**ESTIMATE**

\$225,000 - \$250,000

**HIGHLIGHTS**

- KK no. 1857
- Believed to be 18,000 miles
- Sold new at Southeast Ford Sales in Parma Heights, Ohio
- Original drivetrain
- Original documents
- Deluxe Marti Report
- 820-T 429/390 HP engine
- Close ratio 4-speed manual transmission
- 3.91 Traction-Lok differential
- Competition suspension
- Power steering
- Power brakes with front discs
- Wimbledon White with Black vinyl interior
- Bucket seats and console
- Visibility group
- Interior decor group
- Trunk-mounted battery
- Magnum 500 wheels
- Goodyear polyglas tires
- Build sheet
- Kar-Kraft shipping invoice
- Eminger invoices
- 429 Shipping Log
- Letter from Ford with build specifications

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.

LOT S134 // MONTEREY 2018 // AUG 23-25

**1970 FORD MUSTANG BOSS 429 FASTBACK**KK No. 2340, Rotisserie Restoration **STAR****\$302,500** SOLD

| Engine | Trans   | Color | Interior | VIN/Serial  |
|--------|---------|-------|----------|-------------|
| 429 CI | 4-Speed | Coral | Black    | 0F02Z129806 |

**ESTIMATE**

\$300,000 - \$350,000

**HIGHLIGHTS**

- KK No. 2340
- Rotisserie restored
- Matching numbers Boss 429 engine rebuilt to .030 with NASCAR rods and balanced by Thunder Valley Motorsports in Minneapolis
- Dyno test and test miles done at J&J Engine in Minneapolis
- Close ratio 4-speed transmission
- Competition suspension
- 3.91 Traction-Lok differential
- Power steering
- Power brakes
- Calypso Coral paint
- Hurst T-handle shifter
- Bucket seats and console
- Original rechromed wheels
- All chrome rechromed and triple plated
- NOS glass
- Rear slats and spoiler
- Elite Marti report
- Two Ford invoices
- Restoration photos

One of 500 built for 1970 by Ford contractor Kar Kraft and one of just 76 produced in Calypso Coral with a black interior, this 1970 Boss 429 Mustang, KK No. 2340, has received a thorough rotisserie restoration to factory-original condition, including the hard-to-find Thermactor emissions system. Notably, the rare SportsRoof is powered by its matching-numbers Boss 429 engine that has been rebuilt with a .030-inch overbore, NASCAR rods and balancing by Thunder Valley Motorsports in Minneapolis, with dyno testing and test miles handled by J&J Engine. The chrome—including the original Magnum 500 wheels—has been refinished and treated to triple chrome plating. The glass is new old stock all around, and the popular rear spoiler and rear-window slats have been added. The specially produced 1969-70 Boss 429s were Ford's vision of a "super Mustang" powered by the new hemi big-block that was developed specifically for stock-car racing and legalized under NASCAR's homologation rule by installing 500 engines into production vehicles. Because the massive powerplant was too wide for the Mustang's engine compartment, the final build was handed off to Kar Kraft, Ford's contracted race shop in Brighton, Michigan, where the Boss 429 engines were lowered into Mustangs with modified shock towers. With 375 HP, the Boss 429 was Ford's most powerful Mustang to date. As such, each car was equipped with mandatory 4-speed transmission, 9-inch rear end with 3.91 gears, functional hood scoop, oil cooler, Competition Suspension, staggered rear shocks, tachometer, power

LOT F119 // INDY 2018 // MAY 15-20



# 1969 FORD MUSTANG BOSS 429 FASTBACK

KK No. 1714, Unrestored, Rare Raven Black **STAR**

**\$423,500** SOLD



| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 429/375 HP | 4-Speed | Black | Black    |

## ESTIMATE

\$325,000 - \$375,000

## HIGHLIGHTS

- Kar Kraft No. 1714
- 1 of 93 produced in Raven Black
- Unrestored with 8,800 original miles
- Known ownership history since new
- Mostly original Raven Black paint
- Original Black Deluxe interior
- Original 820-T 429/375 HP V-8 engine
- Original 4-speed transmission
- Original 3.91 Traction-Lok rear end
- Original date-coded tires
- Power steering and front disc brakes
- Competition suspension
- Trunk-mounted battery
- Decor group, console
- This car has never been restored, however the hood has been painted and the engine compartment was detailed
- Sold new to drag racer Jim Glosser at Glover Ford in Ottumwa, Iowa
- In 1971, Glosser sold the car to another drag racer, Gary Pierson with fewer than 500 miles
- In 1979, Pierson sold the car to Gary Poling of Hendrick Motorsports with 5,271 miles
- The current owner purchased the car from Poling in 2017
- Marti Report

Unrestored with only 8,800 miles, Kar Kraft No. 1714 is one of only 849 Boss 429s produced for 1969, which narrows to one of just 93 produced in Raven Black. This Boss 429 Mustang has never been restored, retaining the majority of its original Raven Black paint and original factory equipment, including the original matching-numbers 820-T engine, 4-speed transmission, 3.91 Traction-Lok rear end and black deluxe interior. With known ownership history since new, this Boss 429's history is impressive. Sold new by Glover Ford in Ottumwa, Iowa, the Boss 429 was originally purchased by drag-racer Jim Glosser, who sold the car with 500 miles in 1971 to another drag racer, Gary Pierson. Pierson kept the Boss until 1979, when he sold it to Gary Poling from Hendrick Motorsports with 5,271 miles. Poling sold the Boss 429 to its current owner in 2017. Built by Ford during the 1969-70 model years to homologate the 375 HP hemi-head Boss 429 engine for NASCAR, all Boss 429s Mustangs were completed at Kar Kraft, Ford's contracted performance company, where the shock towers were modified to accommodate the installation of the wide big-block engine. Kar Kraft also installed the manually operated hood scoop, relocated the battery to the trunk and bolted on 15-inch Magnum 500 wheels with Goodyear Polyglas tires. The drivetrain consisted of a close-ratio 4-speed and tough 9-inch rear end with "N-case" nodular iron housing, 31-spline axles and

LOT S202 // INDY 2018 // MAY 15-20

**1970 FORD MUSTANG BOSS 429 FASTBACK**KK No. 2346, MCA Concours Gold **STAR****\$275,000** **SOLD**

| Engine     | Trans   | Color        | Interior |
|------------|---------|--------------|----------|
| 429/375 HP | 4-Speed | Grabber Blue | White    |

**ESTIMATE**

\$285,000 - \$320,000

**HIGHLIGHTS**

- KK no. 2346
- MCA Concours Gold with score of 994 out of 1,000
- 429/375 HP engine
- Toploader 4-speed transmission
- 3.91 Traction-Lok rear axle
- Original body panels
- Finished in Grabber Blue
- Fiberglass-belted tires
- Drag pack
- Convenience group
- Decor group
- Console
- Power disc brakes
- Competition suspension and deluxe belts with warning lights
- 3 copies of Ford window stickers included
- Deluxe Marti Report included
- MCA judging sheets included

A fresh rotisserie restoration showing approximately 10 test miles since its completion, this 1970 Ford Mustang Boss 429, Kar Kraft No. 2346, earned the Mustang Club of America Gold Award in the Concours Trailered class with a first-time score of 994 of 1,000 points. Built on November 3, 1969, and sold new at Julian Harrison, Inc., in Rome, Georgia, it is one of 499 "Boss Nine" Mustangs built in model-year 1970 by Ford contractor Kar Kraft in Brighton, Michigan. Conceived to power Ford's racing fleet on NASCAR's superspeedways, the Boss 429 engine was the most exotic powerplant ever installed in any production Ford. The Boss 429 engine presented Kar Kraft with a significant challenge however: fitting the 30-inch-wide behemoth into the Mustang's 28-inch-wide engine compartment. The eventual solution was to modify the Mustang's front suspension by moving the shock towers outward and fitting redesigned upper control arms, stronger spindles and supplementary bracing to handle the 429's additional weight. Relocating the battery to the trunk opened up the last few square inches needed to finally shoehorn the big V-8 into place. In addition to the Competition Suspension package that included the first rear sway bar on a Mustang, every Boss 429 was equipped with a close-ratio Toploader 4-speed transmission, Drag Pack 3.91:1 Traction-Lok rear axle, power steering and front disc brakes, fiberglass-belted tires on chromed Magnum 500 wheels, a front spoiler and a large fiberglass hood scoop. Also standard was the Décor Group interior with Comfortweave bucket seats, special speedometer, a deluxe three-spoke Rim-Blow steering wheel, in-dash clock and wood-grain trim. Finished in gorgeous Grabber Blue over the original sheet

LOT S123 // INDY 2018 // MAY 15-20

**1969 FORD MUSTANG BOSS 429 FASTBACK**KK No. 1419, 820-S NASCAR Engine **STAR****\$379,500** **SOLD****FROM THE ROB BLAIR COLLECTION**

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 429 CI | 4-Speed | Red   | Black    |

**ESTIMATE**

\$350,000 - \$400,000

**HIGHLIGHTS**

- KK no. 1419
- No 204 of 279 produced with the 820-S engine
- Trailer Concours Gold as judged by Bob Perkins
- Shipped from Ford to Kar Kraft on February 24, 1969
- Shipped from Kar Kraft to Wallace Motors, Inc. in Bowling Green, Kentucky on February 28, 1969
- Documented with the original build sheet, two Eminger invoices and Marti Report
- Test miles only on no expense spared concours restoration to original specs by Kevin's Klassics in Cannon Falls, Minnesota
- Body stripped to bare metal
- Dyno tested at R&R Performance in Spring Lake, Minnesota
- Matching numbers 820-S NASCAR Boss 429 engine
- 4-speed manual transmission
- 3.91 Traction-Lok differential
- Competition suspension
- Power steering and front disc brakes
- Front spoiler
- Candyapple Red with Black Deluxe interior
- AM radio
- Color-keyed racing mirrors
- Trunk-mounted battery
- Visibility Group
- Magnum 500 wheels
- Goodyear Polyglas tires
- CD of restoration photos

A no-expense-spared concours-level restoration by Kevin's Klassics in Cannon Falls, Minnesota, has returned this rare Candy Apple Red 1969 Boss 429 to its original factory condition. Notably, KK No. 1419 retains its matching-numbers 820-S NASCAR engine, one of only 279 Boss 429s so-equipped. The rare and vaunted "S-Code" motor featured a hydraulic camshaft, magnesium valve covers and heavy-duty connecting rods with ½-inch bolts. Ford built the Boss 429 for only two model years, 1969-70, to legalize the race-inspired engine for NASCAR's homologation rule, which stated that at least 500 had to be produced for sale to the public. Astonishingly, Ford exceeded that number by building 849 for the 1969 model year. Because the massive Boss 429 big-block was too wide for the Mustang engine compartment, final assembly was farmed out to Ford's contracted performance shop, Kar Kraft in Brighton, Michigan, where the inner fenders were modified prior

LOT S132 // KISSIMMEE 2018 // JAN 5-14

**1969 FORD MUSTANG BOSS 429 FASTBACK**KK No. 1886, 429/375 HP, 4-Speed **STAR****\$275,000** **SOLD**

| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 429/375 HP | 4-Speed | Red   | Black    |

**ESTIMATE**

\$270,000 - \$300,000

**HIGHLIGHTS**

- KK no. 1886
- Professional rotisserie restoration
- One of 857 built in 1969
- Beautiful Candyapple Red exterior
- Documented with Deluxe Marti Report, original build sheet and original shipping invoice
- 820-T 429/375 HP Engine
- 3.91 Traction-Lok rear axle
- Competition suspension
- Trunk mounted battery
- Deluxe Décor Interior
- Power Steering
- Driver operated ram-air and choke

To Ford's incoming new president, Semon "Bunkie" Knudsen, the company's decade-long Total Performance program was an international success by every measure, except one: sales. The performance-oriented Knudsen wasted no time in solving the problem by appealing to the youth market, launching the 1968 428 Cobra Jet Mustangs into NHRA Super Stock competition and following that up with the Boss 429 Mustang, whose purpose was twofold: homologate the new 429 "Semi Hemi" engine for NASCAR and unleash what Roy Lunn of GT40 fame described as "really just a hairy, crazy road machine."

To fit the immense 429 engine into the Mustang's confines, Ford contractor Kar Kraft lowered the front suspension and moved the mounting points outward. All Boss 429s were equipped with a 4-speed manual transmission and 3.91:1 Traction-Lok rear axle, dual exhaust, functional hood scoop and front spoiler, Competition Suspension, color-keyed dual racing mirrors, engine-oil cooler, trunk-mounted 85-amp battery, power steering, power front disc brakes, a 3/4-inch rear sway bar, the Deluxe Décor interior, 8,000 RPM tachometer and an AM radio.

This 1969 Ford Mustang Boss 429, Kar Kraft No. 1886, was delivered to Mercer Motor of Princeton, West Virginia, for retail sale. In 2005, it began a two-year-long rotisserie restoration by Jen-Jac's Restoration in Garden City, Georgia, to concours-quality standards. The restoration included the original rust-free sheet metal, a rebuild of all components including its 820-T 429/375 HP engine and drivetrain, glass, Deluxe Décor interior and bright work. Special care was taken to refinish the engine compartment and undercarriage using the correct specific metal coatings, plating treatments and paint finishes. KK No. 1886 would make a wonderful addition to the stable of the most discerning collector.

LOT S176 // LAS VEGAS 2017 // NOV 16-18

**1969 FORD MUSTANG BOSS 429 FASTBACK**KK No. 1393, 521 CI **STAR****\$200,000** SOLD

| Engine | Trans   | Color  | Interior |
|--------|---------|--------|----------|
| 521 CI | 4-Speed | Maroon | Black    |

**HIGHLIGHTS**

- KK No. 1393, the 193rd Boss 429 Mustang produced
- Boss 429 engine stroked to 521 CI
- 4-speed transmission
- 3.91 Traction-lok differential
- Panhard bar and traction bars
- Mustang II front suspension
- Rack and pinion steering
- Front disc brakes
- Marti Report
- Two shipping invoices
- Royal Maroon with Black interior

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.

LOT F141 // LAS VEGAS 2017 // NOV 16-18

**1969 FORD MUSTANG BOSS 429 FASTBACK**KK No. 1735, 429 CI, 4-Speed **STAR****\$200,000** SOLD

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 429 CI | 4-Speed | Red   | Black    |

**HIGHLIGHTS**

- KK no. 1735
- Boss 429 CI engine
- 4-barrel carburetor
- Deluxe Marti Report
- Code T Candyapple Red paint, no. 2008-A
- Close ratio 4-speed transmission
- 3.91 traction-lok differential
- Competition suspension
- Trunk-mounted battery
- Original body and floor panels

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.



LOT S222 // INDY 2017 // MAY 16-20



# 1970 FORD MUSTANG BOSS 429 FASTBACK

 KK No. 2241, 1 of 18 in Pastel Blue **STAR**
**\$335,000** SOLD


| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 429/375 HP | 4-Speed | Blue  | Black    |

## ESTIMATE

\$350,000 - \$400,000

## HIGHLIGHTS

- KK no. 2241
- 1 of 18 Boss 429s produced in Pastel Blue
- Sold new at Walker Ford, Co. in Treasure Island, Florida
- Less than 100 miles on nut and bolt restoration completed in 2008
- Recent period correct refresh, inspection and detail of the engine, drivetrain and suspension to MCA/SAAC/Team Shelby concours Gold Judging status by MCA Judge Bob Wilson of RJ Restoration completed in February 2017
- Original sheet metal
- Drag Pack
- Matching numbers 429/375 HP engine
- Close ratio 4-speed manual transmission
- 3.91 Traction-Lok differential
- Competition suspension
- Power steering
- Power brakes
- Black vinyl interior
- Bucket seats and center console
- Hurst T-handle shifter
- Rim Blow steering wheel
- AM radio
- Decor and Convenience groups
- Marti Report
- Copy of original build sheet
- Eminger shipper
- Believed to be 38,000 original miles

Ford revised the exterior paint offerings for the Boss 429 Mustang's second year. Reflecting the new and brighter color pallet for 1970 Mustangs, it was no surprise that the mildly updated Boss 429 was available in Grabber Blue, Grabber Green, Grabber Orange and Calypso Coral. The fifth color, however, was the almost-white Pastel Blue. Of the 499 Boss 429 Mustangs built for 1970, only 18 were ordered in Pastel Blue, making it by far the rarest color for the second and final year of Ford's NASCAR Mustang. This Pastel Blue Boss 429, Kar Kraft No. 2241, is one of those 18 cars, as sold new at Walker Ford Co. in Treasure Island, Florida. With fewer than 100 miles on a nut-and-bolt restoration that was completed in 2008, the Boss 429 recently went through an inspection and comprehensive engine, drivetrain and suspension detail administered by renowned MCA assistant head judge Robert Wilson of RJ Restorations, bringing the car up to 2016 MCA/SAAC/Team Shelby Concours Gold judging status. Equipped with its factory-original sheet metal and matching-numbers 429/375 HP engine, the Boss 429's odometer shows only 38,000 believed-original miles. Built to homologate the engine for NASCAR, the Boss 429s started life at the Mustang assembly plant but

LOT S177 // INDY 2017 // MAY 16-20



## 1969 FORD MUSTANG BOSS 429 FASTBACK

 KK #1746, 429 CI, Concours Restoration **STAR** **NO RESERVE**
**\$220,000** **SOLD**


| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 429 CI | 4-Speed | White | Black    |

### ESTIMATE

\$350,000 - \$400,000

### HIGHLIGHTS

- KK no. 1746
- Delivered new to Whitson Ford, Inc. in Pensacola, Florida
- 13 year concours-style restoration using mostly original and NOS parts
- Matching numbers 429 CI engine restored by Marion Performance Racing Engines in Marion, Arkansas
- Aluminum intake manifold
- Original Holley carburetor restored by Pony Carburetors
- Close ratio 4-speed transmission
- 3.91 Traction-Lok differential
- Competition suspension
- Power steering
- Power brakes with front discs
- Functional hood scoop
- Single stage Wimbledon White paint
- Deluxe decor group
- Bucket seats and center console
- 15 inch Magnum 500 wheels
- F60-15 Goodyear Polyglas tires
- Date correct ECS Automotive Concepts glass
- Deluxe Marti Report
- Eminger shipping report
- Restoration receipts and photos

A previous owner of this matching-numbers 1969 Boss 429 Mustang, Kar Kraft No. 1746, spent 13 years returning the Wimbledon White SportsRoof to its original condition, as completed in May 1969 by Kar Kraft and delivered new to Whitson Ford in Pensacola, Florida. Original components were restored by the best in the business, like the Holley 4-barrel rebuilt by Pony Carburetors and the factory in-dash gauges, including tachometer, reworked by The Tachman. Even the Wimbledon White paint is single-stage, per original. The Boss 429's engine was rebuilt to factory specifications by Marion Performance Racing Engines in Marion, Arkansas. When date-correct original and NOS parts weren't available, parts were sourced from the top reproduction companies, including the date-coded glass from ECS Automotive Concepts and exhaust system by Scott Fuller. Ford produced only 849 Boss 429 Mustangs for 1969, all completed at Kar Kraft where the shock towers were modified to allow the installation of the wide hemi-head Boss 429 engine. Kar Kraft also installed the large, manually-operated hood scoop, relocated the battery to the trunk and bolted on 15-inch Magnum 500 wheels with Goodyear Polyglas tires. With 375 HP, the Boss drivetrain consisted of a close-ratio 4-speed transmission and Ford's tough 9-inch rear end with "N-case" nodular iron housing, 31-spline axles and 3.91:1 gears in a Traction-Lok differential. The

LOT S46 // HOUSTON 2017 // APR 6-8



## 1969 FORD MUSTANG BOSS 429 FASTBACK

429/375 HP, KK No. 2014 **STAR** **NO RESERVE**
**\$325,000** **SOLD**


### THE LAQUAY AUTOMOBILE COLLECTION

| Engine     | Trans   | Color  | Interior |
|------------|---------|--------|----------|
| 429/375 HP | 4-Speed | Maroon | Black    |

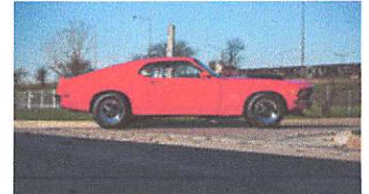
### HIGHLIGHTS

- KK No. 2014
- 1 of 857 produced in 1969
- Highly original with one repaint
- Sold new at Dub Richardson Ford, Inc., in Oklahoma City, Oklahoma
- Matching-numbers 429/375 HP V-8 engine
- Holley 4-barrel carburetor
- Mallory Unilite electronic ignition
- Dual exhaust
- Trunk-mounted battery
- Close-ratio 4-speed transmission
- 3.91 Traction-Lok differential
- Power steering
- Power brakes with front discs
- Competition suspension
- Manually controlled hood scoop
- One repaint in Royal Maroon
- Deluxe Decor Group
- Bucket seats and console
- Color-keyed racing mirrors
- Magnum 500 wheels
- Elite Marti Report
- Partial build sheet

In terms of horsepower and legendary muscle-car status, the 375 HP Boss 429 ranks right up there with Hemi 'Cudas and 454 Chevelles. This matching-numbers 1969 Boss 429 is one of only 850 produced by Kar Kraft, Ford's contracted performance shop where the Mustang fastback's factory inner fenders were modified prior to lowering the wide, hemi-head Boss 429 powerplant into place. Built to legalize the racing-inspired engine for NASCAR competition, the Boss 429 Mustang was a package deal, not available with automatic transmission or air conditioning. Standard equipment included a 4-speed transmission, 9-inch rear end with Traction-Lok 3.91:1 gears, a manually operated hood scoop, Competition Suspension, trunk-mounted battery and Magnum 500 wheels. According to the Elite Marti Report, this Royal Maroon 1969 Boss 429—Kar Kraft No. 2014—was sold new at Dub Richardson Ford in Oklahoma City. This highly original car has one repaint in the factory color and comes with a partial build sheet.

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.

LOT S98 // KISSIMMEE 2017 // JAN 6-15

**1970 FORD MUSTANG BOSS 429 FASTBACK**KK No. 2433, Rare Color Combination **MAIN ATTRACTION****\$295,000** SOLD

| Engine | Trans   | Color | Interior |
|--------|---------|-------|----------|
| 429 CI | 4-Speed | Coral | White    |

**ESTIMATE**

\$350,000 - \$400,000

**HIGHLIGHTS**

- KK no. 2433
- 1 of 499 produced in 1970
- Only 4 Calypso Coral/White Boss 429 are known to exist of the 13 made in 1970
- Concorso Gold at the Tulsa Mid America Ford and Shelby Nationals
- Used as a restoration demonstration car at the International Mustang meet in Missoula, Montana
- Sold new at Brown Brothers Motors in Vancouver, British Columbia, Canada
- Concorso restoration completed by Arild Thu completed in 2015
- Original body panels
- Stripped to bare metal
- Epoxy-primed and painted in single stage acrylic urethane enamel
- Correct 429 CI 820A engine block
- Drag Pack
- Original heads and carburetor
- Original oil cooler and lines
- Original 4-speed manual transmission
- 3.91 Traction-lok rear axle
- Power steering
- NOS interior
- Power brakes with front discs
- Manually controlled hood scoop
- Front spoiler
- Magnum 500 wheels
- Goodyear polyglas tires
- Ford and Kar Kraft invoices
- Elite Marti report

For 1970, Ford offered the Boss 429 Mustang in five exterior colors with either a black or new-for-1970 white interior. While more than half of the total 1970 production was Grabber Blue, out of the other four colors, only 34 had white interiors. Of the 89 Calypso Coral Boss 429s, just 13 received the white interior. Today, only four of the Calypso with white Boss 429s are known to exist. Three are in the possession of long-term collectors, making KK 2433 the only example to be offered for sale in the foreseeable future. With its rare orange-and-white color combination, Boss 429 expert Ed Meyer considers KK 2433 as the most-desirable color combination on Boss 429s. Sold new at Brown Brothers Motors in Vancouver, the Boss 429 had 12,000 miles when the original engine block was damaged. In 2015, after just completing KK 2523, noted Boss 429 restorer Arild Thu was contacted to complete a concours rotisserie restoration using original or NOS parts under the guidance of Ed Meyer. The Boss 429 retains all of its original rust-free, no-hit body panels, which were repainted in acrylic urethane enamel. Other than the rare late-production, solid-lifter 820A block that came from another 1970 Boss 429 (KK 2444, just 11 cars apart), the drivetrain components are original to the car

LOT F120.1 // INDY 2019 // MAY 14-19

**1970 FORD MUSTANG BOSS 302 FASTBACK**Very Rare Cross Boss Induction **STAR****\$82,500** SOLD

| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 302/290 HP | 4-Speed | Green | Green    |

**ESTIMATE**

\$100,000 - \$125,000

**HIGHLIGHTS**

- Sold new at Key Ford, Inc. in Pensacola, Florida
- Concours restoration completed in 2019
- Date code correct Boss 302 CI engine and drivetrain
- Extremely Rare Cross Boss inline 4-barrel induction system, produced by Ford for Trans AM racing
- 4-speed transmission
- Competition suspension
- 3.50 standard axle ratio
- Quick ratio steering
- Power brakes with front discs
- Lime Metallic with Medium Ivy interior
- Correct heads and exhaust manifolds
- Estimated \$4,000 invested in concours exhaust system
- Original X-stamped fuel pump
- Rare front bumper guards
- 1 of 1 produced as equipped per Elite Marti Report
- The word 'Boss' written in seam sealer at the factory in the passenger side quarter panel

The Trans Am racing series exploded onto the American scene in the late 1960s, giving the nation's auto manufacturers a place to show off their new and exotic technology. The Boss 302 Mustang was Ford's entrant to legalize components for this SCCA circuit, and this example is far beyond a standard version. It actually has been equipped with the extremely rare "Cross Boss" inline 4-barrel induction system, produced by Ford exclusively for Trans Am racing. Sold new at Key Ford, Inc., in Pensacola, Florida, this car was given a concours-grade restoration just completed earlier in 2019. Under the factory hood is the date-code-correct Boss 302 CI engine and drivetrain, featuring the accessory-offered D0ZX9510A Autolite carburetor and associated intake manifold. This engine features both the correct Boss heads and exhaust manifolds, as well as the original X-stamped fuel pump, and an estimated \$4,000 was invested in the concours exhaust system alone. This engine is followed by the correct 4-speed transmission and the 3.50 standard final axle ratio. Selling the Boss 302 package as a street model was used by Ford to legalize upgraded suspension parts as well, which here include the quick-ratio steering, power brakes with front discs, and other extreme-duty undercarriage items. Painted in Lime Metallic with Boss stripes and graphics, the car features an interior in matched Medium Ivy vinyl with bucket seats, the Hurst T-handle shifter, AM

LOT S112.1 // DENVER 2018 // JUNE 8-9

**1970 FORD MUSTANG BOSS 302 FASTBACK**302 CI, 4-Speed **STAR****\$82,500** SOLD

| Engine | Trans   | Color  | Interior |
|--------|---------|--------|----------|
| 302 CI | 4-Speed | Yellow | White    |

**HIGHLIGHTS**

- Unrestored with 27,195 believed to be original miles
- Sold new February 14, 1970 at Latta Ford in Selmer, Tennessee
- 302 CI V-8 engine
- 4-speed transmission
- Rear deck spoiler
- 3.50 Traction-Lok rear end
- Shaker hood
- Sport slats
- Yellow with White Corinthian vinyl interior
- Bucket seats and console
- Tinted glass
- Tachometer
- Smog pump and rev limiter
- Original wheels, trim rings and hubcaps
- F60 15 Goodyear Polyglas tires
- Original spare and cannister
- Marti Report

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.

LOT S82 // DENVER 2018 // JUNE 8-9

**1970 FORD MUSTANG BOSS 302 FASTBACK**302/290 HP, Special-Order Events Car **STAR****\$82,500** SOLD

| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 302/290 HP | 4-Speed | Red   | Black    |

**HIGHLIGHTS**

- 302/290 HP V-8 engine
- Wide ratio 4-speed manual transmission
- Power front disc brakes
- Black knit bucket seat interior
- Dual exhaust
- Painted in 1970 Ford Red
- Shaker hood
- Rear deck lid spoiler
- Rear window slats
- 3.50 Traction-Lok differential
- Power steering
- 15 inch chrome Magnum 500 wheels
- Hurst shifter
- Factory tachometer
- Deluxe Marti Report
- Owned by Ford for 8 months before being sold on February 10, 1971
- Special order executive show car sent to the district sales office in Buffalo, New York in the summer of 1970 as a special events car

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.

LOT F168.1 // INDY 2018 // MAY 15-20

**1970 FORD MUSTANG BOSS 302 FASTBACK**Unrestored, Drag Pack 4.30 Rear End **STAR****\$86,350** SOLD

| Engine     | Trans   | Color  | Interior |
|------------|---------|--------|----------|
| 302/290 HP | 4-Speed | Yellow | Black    |

**HIGHLIGHTS**

- Incredible factory Drag Pack Boss 302 Time Capsule
- Recently discovered unrestored California "Garage Find" from estate of noted Ford collector
- Reported to have been stored for nearly thirty years
- Believed to be 1-owner from new
- Believed to be 14,000 original miles
- Factory 4.30 Gear and Detroit Locker a.k.a "Drag Pack"
- Factory external oil cooler
- Factory matching numbers engine with original VIN stamp
- Inspected and Verified by Boss 302 Expert Phil Schultz
- Original exhaust still in place
- Incredible original details throughout
- Factory Close Ratio 4-speed transmission
- Factory Shaker hood
- Factory power steering
- Factory spoilers
- Factory Magnum 500 wheels
- Factory Deluxe interior
- Factory Tachometer and Clock
- Factory Sport Deck rear seat
- Décor Group package
- Day 2 options added by owner are "Traction Master" traction bars, Shelby aluminum valve covers, hood pins, and rear window slats
- Documented with original factory build sheet and Deluxe Marti Report
- 1 of just 254 Factory Detroit Locker cars built
- Quite possibly 1 of 1 with this ultimate combination of options and color
- A spectacular Boss 302 find

Information found on the website is presented as advance information for the auction lot. Photos, materials for videos, descriptions and other information are provided by the consignor/seller and is deemed reliable, but Mecum Auction does not verify, warrant or guarantee this information. The lot and information presented at auction on the auction block supersedes any previous descriptions or information. Mecum is not responsible for information that may be changed or updated prior to the auction. The decision to purchase should be based solely on the buyers personal inspection of the lot at the auction site prior to the auction.



LOT S175 // INDY 2018 // MAY 15-20

**1970 FORD MUSTANG BOSS 302 FASTBACK**302/290 HP, Rotisserie Restoration **STAR****\$85,800** SOLD**FROM THE WATERFORD COLLECTION**

| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 302/290 HP | 4-Speed | Blue  | Black    |

**ESTIMATE**

\$80,000 - \$95,000

**HIGHLIGHTS**

- Delivered new to Bob Thibodeau, Inc. in Centerline, Michigan
- Concours rotisserie restoration
- Original sheet metal
- Correct paint daubs, over-spray and red oxide primer undercarriage
- 302/290 HP V-8 engine
- Close ratio 4-speed transmission
- 3.91 Traction-Lok differential
- Medium Blue Metallic with Black vinyl interior
- Sport deck rear seat
- Original intermittent wipers intact
- Decor group
- Tinted glass
- Tachometer
- Binder containing ownership history and receipts included

Originally offered to the public to homologate its high-revving small-block engine, spoilers and other special components for Trans-Am competition, the Boss 302 Mustang comes with a legitimate racing pedigree thanks to its 1970 Trans-Am championship with drivers Parnelli Jones and George Follmer. This 1970 Boss 302 was delivered new to Bob Thibodeau Ford in Centerline, Michigan, equipped with optional 3.91:1 Traction-Lok rear axle, close-ratio 4-speed, in-dash tachometer, fold-down "Sport Deck" rear seat, tinted glass, rare intermittent windshield wipers and black Décor interior with molded door panels, wood-grain trim, console and clock. Of the 7,014 Boss 302 Mustangs produced in 1970, only 460 were produced in Medium Blue Metallic. Using the same basic components as the Trans-Am race engine, the regular-production Boss 302 was rated at 290 HP. Based on a 4-bolt-main block, the small-block featured a high-revving combination of large-port Cleveland cylinder heads, solid-lifter camshaft, Holley 780 CFM 4-barrel carburetor on a unique aluminum intake manifold and low-restriction exhaust manifolds. As Ford's Trans-Am street car, the Boss 302 SportsRoof's standard equipment list included a 4-speed manual transmission with Hurst shifter, 9-inch rear end beefed with nodular iron center section and 31-spline axles, Competition Suspension with sway bar and staggered shocks at the rear, rolled front-fender lips to clear the wide F60 Goodyear Polyglas tires on 15-inch wheels and power front disc brakes. A front spoiler and wild graphics contributed by Ford designer Larry Shinoda—a matte black hood stripe, reflective side stripes running the length of the body and a blacked-out trunk lid and rear panel—rounds out the exterior options on this

LOT S135 // INDY 2018 // MAY 15-20



## 1970 FORD MUSTANG BOSS 302 FASTBACK

302 CI, Unrestored **STAR**
**\$82,500** SOLD


| Engine | Trans   | Color  | Interior |
|--------|---------|--------|----------|
| 302 CI | 4-Speed | Yellow | White    |

### ESTIMATE

\$80,000 - \$100,000

### HIGHLIGHTS

- Unrestored with 27,195 believed to be original miles
- Sold new February 14, 1970 at Latta Ford in Selmer, Tennessee
- 302 CI V-8 engine
- 4-speed transmission
- Rear deck spoiler
- 3.50 Traction-Lok rear end
- Shaker hood
- Sport slats
- Yellow with White Corinthian vinyl interior
- Bucket seats and console
- Tinted glass
- Tachometer
- Smog pump and rev limiter
- Original wheels, trim rings and hubcaps
- F60 15 Goodyear Polyglas tires
- Original spare and cannister
- Marti Report

This Bright Yellow 1970 Mustang Boss 302 possesses many of the traits attributed to coveted collector cars: high performance, limited production, low mileage, documentation and rare color combination. Sold new on February 14, 1970, at Latta Ford in Selmer, Tennessee, the Boss 302's odometer shows a believed-correct 27,195 miles. The yellow Boss 302 also retains its space-saver spare tire and air canister, smog pump and rev limiter, items that were frequently discarded by early owners. The SportsRoof is equipped with the popular rear-deck spoiler, rear-window slats and functional Shaker hood scoop. The 15-inch steel wheels are also original to the car with the rarely seen hubcaps and trim rings, along with F60x15 Goodyear Polyglas tires. While Bright Yellow was one of the most popular colors for the 1970 Boss 302, few were equipped in this Boss's white interior, making this one stand-out from the sea of black interior cars. From the factory, the Boss 302 was Ford's Trans-Am pony car equipped with the 290 HP Boss 302 small-block, a special high-winding powerplant with Cleveland 4-barrel heads, solid lifters and Holley 4-barrel carburetor on a unique aluminum intake manifold. The heavy-duty drivetrain was mandatory, including a 4-speed transmission with Hurst shifter and 9-inch rear axle, this one equipped with 3.50:1 gears and Traction-Lok differential. Externally, the 1970 Boss 302 stood out with elaborate wraparound stripes, a front spoiler and blackout tail-light panel. Only 7,014 were produced for 1970. Options on this Boss include the floor console, tinted glass and tachometer instrument cluster, and a Marti Report documents the car's authenticity and factory equipment.

LOT S42 // HOUSTON 2018 // APR 5-7

**1970 FORD MUSTANG BOSS 302 FASTBACK**302/290 HP, 4-Speed **FEATURE** **NO RESERVE****\$85,800** **SOLD****THE RICK SMITH COLLECTION**

| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 302/290 HP | 4-Speed | Blue  | Black    |

**ESTIMATE**

\$60,000 - \$75,000

**HIGHLIGHTS**

- 302/290 HP V-8 engine
- Aluminum valve covers
- 4-barrel carburetor
- Dual exhaust
- 4-speed transmission
- Competition suspension
- Power brakes with front discs
- Shaker hood
- Front and rear spoilers
- Rear window slats
- Grabber Blue with Black interior
- Bucket seats
- Hurst T-handle shifter
- Heat and defrost
- Chrome Magnum 500 wheels
- Goodyear Polyglas tires

Originally offered to the public to homologate its solid-lifter, canted-valve, small-block engine, the Boss 302 Mustang comes with a legitimate racing pedigree thanks to its 1970 Trans Am championship secured by drivers Parnelli Jones and George Follmer. This Grabber Blue example comes in factory-correct condition, including a detailed engine compartment with the rare Thermactor Emission Control system, assembly line decals and correct hose clamps. Powered by a correct Boss 302 engine with 4-bolt main, Cleveland heads and Holley 4-barrel on an aluminum intake, the high-revving 290 HP is transmitted through a heavy-duty 4-speed transmission and 9-inch rear end. Like all 1970 Boss 302s, this one came from the factory with Competition Suspension, shock-tower bracing, staggered rear shocks, a front spoiler, power front disc brakes, Hurst shifter, dual exhaust and wild reflective side striping. Options include the functional Shaker hood scoop, rear-window slats, rear spoiler and 15-inch Magnum 500 wheels with period-correct F60x15 Goodyear Polyglas tires.

LOT S102 // KISSIMMEE 2017 // JAN 6-15



# 1970 FORD MUSTANG BOSS 302 FASTBACK

302/290 HP, Two-Owner Car **STAR**
**\$90,000** SOLD


## THE LIFELONG COLLECTION OF DON FEZELL

| Engine     | Trans   | Color | Interior |
|------------|---------|-------|----------|
| 302/290 HP | 4-Speed | White | Black    |

## ESTIMATE

\$75,000 - \$100,000

## HIGHLIGHTS

- Two-owner car
- Believed to be 13,313 original miles
- Original 302/290 HP V-8 engine
- 4-speed close ratio manual transmission
- Hurst shifter
- White exterior
- Black interior
- 3.91:1 Traction-Lok differential
- Power steering
- Console
- Decor group
- Tachometer
- Rear deck spoiler
- Built July 8, 1970
- Comprehensive restoration by Randy DeLisio of Lyons, New York
- Marti Report
- Original owner's manual
- Performance Buyers Digest
- Extensive receipts and paperwork

This 1970 Mustang Boss 302 presents well as a superb two-owner car with just 13,313 miles showing on the odometer. Finished in Wimbledon White with black Décor interior, the Trans Am-inspired SportsRoof is notable for its lack of exterior options. There are many collectors who prefer the plain but purposeful race-car look with the "flat hood" (without the Shaker hood scoop), Magnum 500 wheels and rear window louvers that is demonstrated by this car. The standard 15-inch "corporate" hubcaps and trim rings are especially hard to find today; they were only used on the 1970 Boss 302. This model comes with a legitimate racing pedigree thanks to its 1970 Trans Am championship. The regular-production street car was created to legalize the unique Cleveland-head small-block for the SCCA's Trans Am racing series, where Bud Moore-prepared competition versions won six of 11 races during the 1970 season with drivers Parnelli Jones and George Follmer. For the street, the 1970 Boss 302 came from the factory with the right performance and heavy-duty equipment—290 HP, solid-lifter engine; 4-speed manual transmission with Hurst shifter; 9-inch rear end; power front disc brakes; front spoiler; 15-inch wheels with Goodyear F60x15 tires; and Competition Suspension with staggered rear shocks to reduce wheel hop on acceleration. Ford designer Larry Shinoda contributed the wild graphics, which included a matte-black hood