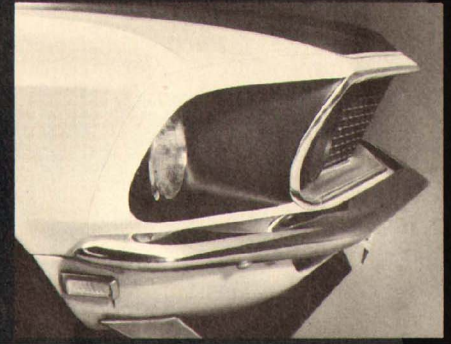
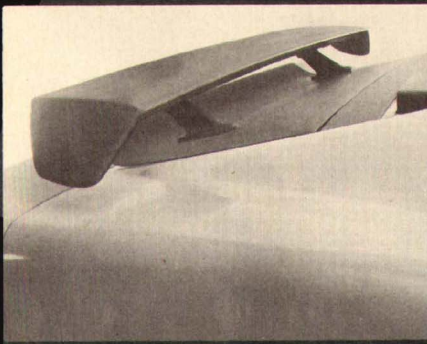
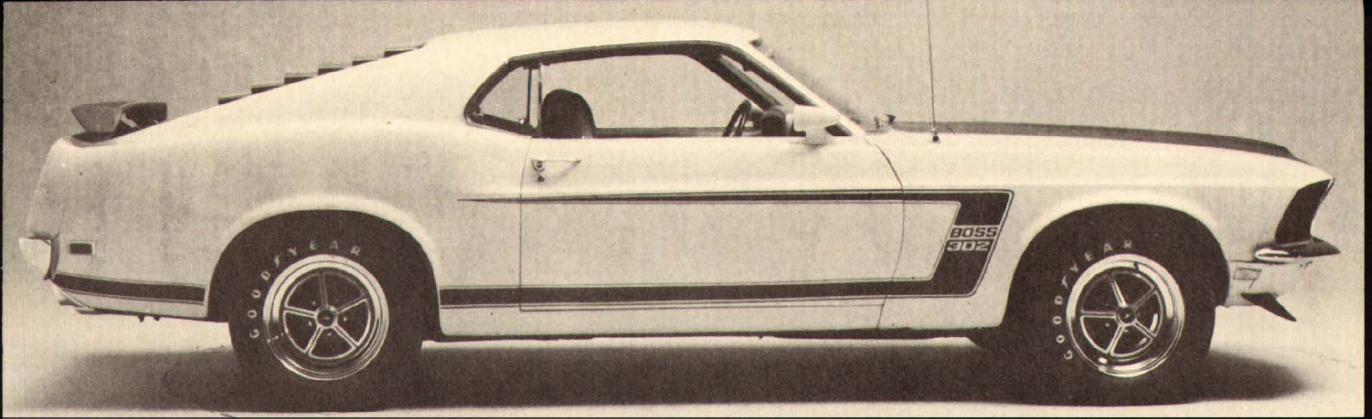


BOSS 302

by Eric Dahlquist



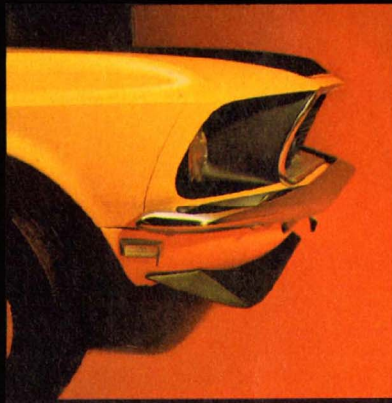
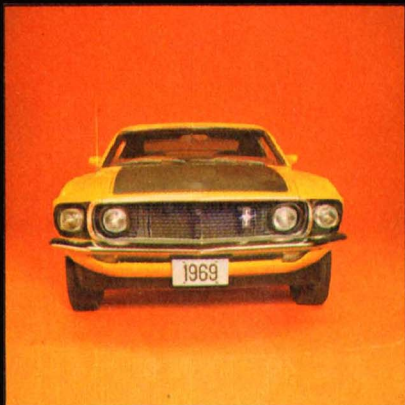
photos by Don Rockhey, Dick DeLong

Look out little world, here comes Ford's answer to the Z-28. It's the going thing.

Okay, it's a whole new deal for Ford in Trans-Am '69. They took it on the chin last season from the invincible Donohue/Penske Camaro and now they know, at least we think they know, what the real world is about. And they're not going to forget, Bunkie Knudsen won't permit it. What he will permit is the Boss 302 Mustang and anything else he and Larry Shinoda and the rest of the gang can come up with that's like it. We can see the kids now, all jammed down at their local dealers when the first Boss 302 hits the showroom. The dealer won't know what it is but the kids will. They'll know that the front and rear spoilers really work, that at anything over 40 mph a four-inch wide job beneath the nose angled forward at a 45-degree angle will

keep air out from under the car, make it more stable, cut drag, even increase gas mileage. And on the deck, when you're flat out on the back straight at Riverside, you absolutely have to have that inverted airfoil with the drooping tips to keep everything glued in — 800 giant pounds worth at 180 mph. 180! Hmm, that means there's been a big re-think in the engine compartment. Actually, last year's 302 put out pretty good power, but it was in a narrow band — between seven and eight grand. So some of 'em didn't live too long. The hot thing now is Cleveland heads. You know, from the city of the same name. The valves, those big 2¼-inch intakes and 1¾ exhausts, are canted, inclined in the port to expedite flow. On the street, the semi-hemi, crescent combustion chamber will be handling an atmosphere/fuel mix compressed at a ratio of about 10.5:1; on the track make that 11.5. Also on the

track beef up the main bearing bulkheads and put four-bolt caps on at least the center three. Tunnel-ports are out and rectangular ones are in — for turbulence. A wider power band, remember? And more power, say at least 450 horses setup with dual, cross-ram quads. Now, the trick is to make what works on the track, work on the street. Dandy. The Cleveland heads fit 289, 302 and 351 engines and you can buy the spoilers and Miura backlike separately. The 302 also has stiffer spring rates, .94-inch stabilizer, staggered shocks and a genuine 428 Cobra Jet "Daytona" bullet-proof rear end. Stout C.J. four-speed, too. Even the wheel-wells are radiused for Wide Boots. Sounds great. Yeah, boss.
continued



BOSS 302

Boss. The word of our time. Good, only better, fuller, rounder, more intense. A black 55 T-bird as is, is boss. A pride of Trans-Am sedans firing up on the grid are boss. It's the real world. Larry Shinoda of Ford's Design Center knows the real world, knows that if you put a four-inch wide shovel spoiler on the front of a Mach I and an inverted airfoil on the back, the car will be more stable, lose drag, go faster — maybe 2.5 seconds a lap better with identical power. Miura shuttered backlight? No faster, just boss. The Boss 302.