



For immediate release

The 1969 "BOSS BRONCO" Prototype is ready to be the sole 4x4 in MCACN's Boss Cars Invitational!

We are thrilled to announce a fantastic addition to our already incredible Boss Cars invitational display- the Kar-Kraft built 1969 "BOSS BRONCO" Prototype from the collection of Colin Comer.

Here's a little background on how this one-off Bronco came to be, and how it was lost for over forty years.

Bill Stroppe, the head of Ford's West Coast racing division, was heavily involved with racing the Ford Bronco since its 1966 release. Stroppe Broncos quickly

established themselves as the ultimate desert racing vehicles, winning everything from the Mint 400 to the BAJA 1000.

But in 1969 Bill Stroppe had another idea. He wanted to create a production high performance Bronco for Ford.

Originally called the “Special Bronco” project on internal Ford documents, it was quickly named the “Boss Bronco.” Similar to the production Boss Mustangs, the Boss Bronco name fell right in line with the newly-for-1969 Boss brand as well as continued Larry Shinoda’s homage to his new “Boss,” Ford President Semon “Bunkie” Knudsen, the person that would approve such a project.

Stroppe’s vision for the Boss Bronco was, predictably, centered on more power. A 351-4V Windsor and C4 automatic transmission with a floor shifter would accomplish this. The BOSS would also receive his Stroppe roll bar, Stroppe Dual Shocks on all four corners, Stroppe power-steering conversion, rear fender flares, 10” wide chrome wheels, 10-15LT Gates Commando XT tires, and a Cougar Eliminator-sourced hood scoop. Stroppe contacted his friends at Kar-Kraft, Ford’s arms-length R&D and racing skunk works, to discuss building the Boss Bronco prototype.

In short order a new 1969 Bronco was delivered to Kar-Kraft from Ford for this purpose. Bill Stroppe arrived in Michigan and, with a team of selected Kar-Kraft mechanics, worked for nine days straight to complete the Boss Bronco. The 351 CID engine they installed was a 1969 GT350 “210S” code high-performance unit, fully blueprinted at Kar-Kraft before installation no less. With this engine, 4.11:1 limited slip differentials on both ends, and all the other upgrades they certainly succeeded in making a true high-performance Bronco. But unfortunately, Stroppe and his Kar-Kraft team’s efforts were to no avail. In September 1969 “Bunkie” Knudsen, for whom the Boss Bronco prototype was built for and whose hands its fate rested in, was famously relieved of his duties at Ford.

At that, the Boss Bronco concept and project was done. The one and only prototype, listed on Kar-Kraft’s 1969 inventory sheet as “Non-Resalable” (sic) went into storage, destined to be scrapped. But somehow, likely during the liquidation of Kar-Kraft in December 1970, the Boss Bronco Prototype escaped.

After many decades of being presumed dead, in 2016 the BOSS was found by a Kar-Kraft historian when its VIN popped up in DMV records during a transfer in

ownership. For 45 years none of its owners had any idea of its importance or that it was one of the most significant Broncos of all.

More amazingly is the fact that the Boss Bronco not only somehow survived completely intact but also in remarkable unrestored condition.

Since its discovery the Boss Bronco has been featured in numerous publications as well as Charlie Henry's 2017 book "Kar Kraft: Race Cars, Prototypes, and Muscle Cars of Ford's Specialty Vehicle Activity Program" and the just released "1 Of 1 Muscle Cars: Stories of Detroit's Rarest Iron" by Wes Eisenschenk who will be at MCACN to sign a copy for you!

If you're as big of a fan of Early Broncos as we are here at MCACN you don't want to miss the opportunity to check out the Boss Display and the one and only BOSS BRONCO in person this November 18th and 19th!



