



# ANGHEL AMONG US

## BOSS 302s WERE THE FOCUS AT MARCUS ANGHEL'S OPEN HOUSE AND JUDGES' SEMINAR

BY DONALD FARR

In the 1970s, owners were quick to modify their Boss 302s for racing, autocrossing, and street performance, even to the point of tossing rev limiters and smog equipment into the trash. Today, in a fascinating twist of fate, Boss 302s are among the most studied Mustangs when it comes to concours restorations, with restorers searching high and low—and paying big bucks—for those original rev limiters and Thermactor pumps. Getting it right—right down to the smallest screw and paint daub—makes a big difference when going for the Gold in Mustang Club of America competition. Just ask Mike Bauman, who spent several years in his quest for the MCA's Authenticity Award, which his 1970 Boss 302 finally earned last year at Myrtle Beach.

Although Anghel Restorations in Scottsdale, Arizona, is noted for its work with all first-generation Mustangs, owner Marcus Anghel has become a specialist in Boss 302s. Over the past four years, Anghel has hosted a Saturday morning open house during the January auctions in the Scottsdale area, providing coffee, food truck, and plenty of immaculately detailed cars and parts on display for discussion. With the MCA in town for its Officer Installation Banquet this past January, Anghel expanded his open house to include a judges' seminar with a focus on the concours Boss 302.



Anghel displayed a pair of concours Boss 302 engines, a 1969 and a 1970, to highlight the considerable differences between the two model years.



With Phil Robert's white 1969 Boss 302 on display, owners and restorers were able to grab cell phone photos of the details on the first-year Boss.

“About 200 people attended,” Marcus reports. “It was a good turn-out considering the cooler-than-usual weather.”

Everyone should have a backyard shop like Marcus Anghel, who has equipped his business with the latest restoration tools and, along the walls, displays of vintage Autolite diagnostic tools and Ford-related signage. For the open house, customer Phil Roberts brought a pair of 1969s, a concours Boss 302 and a Bud Moore Trans-Am car. With Tim McQuire’s Grabber Blue 1970 Boss 302 on the lift, attendees were able to inspect the undercarriage detailing. Marcus also had a pair of concours-detailed Boss 302 engines, 1969 and 1970, sitting side-by-side for comparison. **MT**



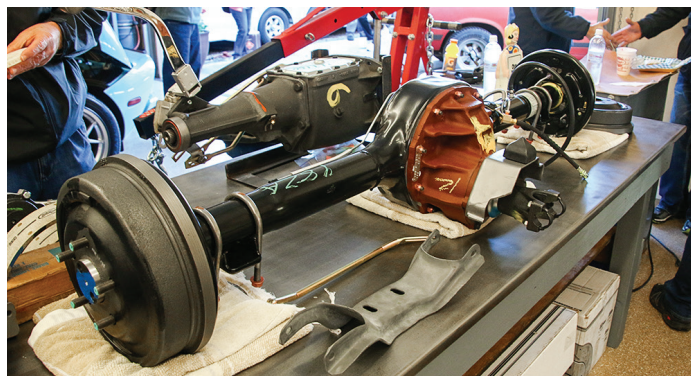
Jack Brooks from Dead Nuts On attended the open house to show off his detailing expertise for concours-detailed driveshafts and Autolite alternators.



Seminar attendees were amazed by the detail in Anghel’s concours-ready suspension components.



With the MCA in town for its annual Installation Banquet, a number of officers, directors, and members-at-large attended the Anghel open house, including past president Steve Prewitt (L) and current president Jeff Mays (R), seen here chatting with MCA technical advisor Bob Perkins (C).



For concours detailing Boss 302 transmissions and rear ends, Anghel provided examples for closer scrutiny.



Need to replicate the paint overspray on the rear of a 1970 Boss 302 intake? An example was available for photos.



With Tim McQuire’s in-process 1970 Boss 302 on the lift, attendees could closely inspect the floorpan and undercarriage detailing.



An unrestored Boss 302 greeted attendees outside. Owned by Jerry Phillips, it was recently featured on Gas Monkey Garage.