

The Rally Boss



So what if Boss 302s are **trading for upward of \$100,000?** For Tom and Lisa Goddard, **having fun is more important.**

text and photos by
Tom Goddard

Once you've completed the restoration of your Mustang, what comes next? First you put a few miles on it to make sure nothing falls off, then you're off to a few cruise nights. Next comes the challenge of determining how to use your Mustang without risking damage. For some, the answer is to not use it at all or only on rare occasions. Others prefer to trailer their cars. For those seeking to drive their Mustangs, there's another solution.

For my wife, Lisa, and me, classic car rallying is the ideal way to enjoy quality time with our newly restored Boss 302 (0T02G127561 for you Boss guys). We also make new

friends and view breathtaking scenery without the risks associated with more aggressive use.

Our '70 Boss 302 has been in my family for 37 years. After my brother acquired the car in the mid '70s, he and I performed a restoration, including a color change to Grabber Orange. After using the car for a while, the Boss went into the barn for the next 25 years as we moved on to other projects. When I pulled it out in 2004, I determined that the next restoration would include modifications to make the Boss fun to drive by today's standards. That way, it wouldn't spend another 25 years in a barn.

I contacted Carl Vogt at Cobra Automotive (www.cobraautomotive.com) in Wallingford, Connecticut, to ask for ideas and help in the

restoration. The first decision—and the easiest—was to leave the all-original, unrusted sheetmetal unmodified and concentrate on sliding a modern drivetrain under the Boss. So the car could be easily returned to stock, the original numbers-correct engine and other components were carefully removed and stored.

In order to withstand the stress of modern components, the body shell was upgraded with custom subframe connectors as well as stitch welding, reinforcing, and lower control arm modifications.

Once the shell had been cleaned to bare metal and all the metal work done, the car received a fresh Grabber Orange paint job. It was then reassembled with restored interior pieces, substituting Corbeau rally



Overnight accommodations are typically at four-star resorts. Here the Boss pulls into the Mountain View Inn in northern New Hampshire after a long day of rallying.

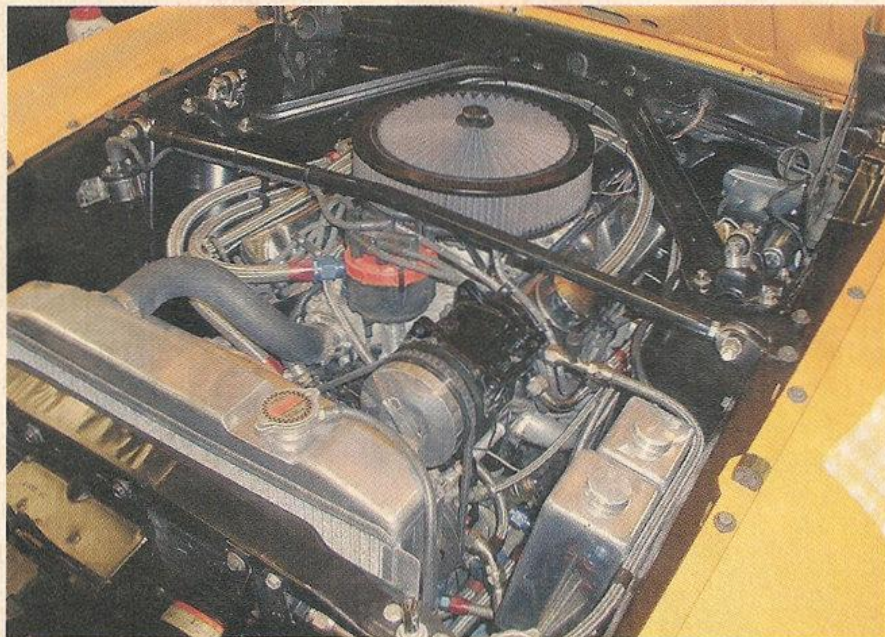
seats for the stock buckets. The back seat was left out in favor of a Shelby rear package tray and rollbar.

From there, Cobra Automotive installed its complete competition suspension setup, including a Moser narrowed rear axle with a Detroit Automotive locking differential, while I ordered the Roush 342R crate engine and Tremec TKO five-speed transmission. Brakes are Baer Extreme-Plus 14-inch rotors with Monoblock calipers front and rear, assisted by a Hydratech hydraulic booster. Steering is by a Total Control power rack and KRC pump.

The project was completed with the addition of a JME gauge panel along with Brantz rally gauges in a custom clock panel, a 22-gallon Fuel Safe fuel cell, and numerous fabricated details to make everything fit together. Through careful selection and fitting of the BBS 18-inch wheels and Bridgestone Potenza tires, only minor fender lip rolling and wheelwell rework was necessary to provide tire clearance.

Since completing the project, we have twice entered the New England 1000 rally, organized by Rich and Jean Taylor. Since 1993, the Taylors' Vintage Rallies (www.vintagerallies.com) has organized several 1,000-mile rallies each year in various parts of the U.S. and Canada. Suffice it to say, they've fine-tuned the events throughout the years, ensuring participants enjoy four full days of driving while all the details are handled for them.

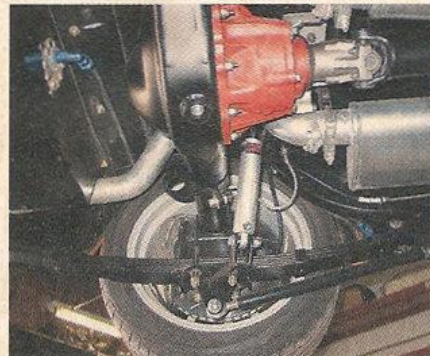
The events are part vacation, part competition, and part road tour as 40 or 50 classic cars navigate winding rural roads, stopping each night at first-class restaurants for sumptuous meals and an opportunity to converse and swap car stories with interesting, like-minded couples. Indeed, most



The Roush 342R fills the engine bay nicely while the original Boss 302 engine is preserved in storage.



Thorough wash downs and maintenance after each rally keeps the Boss looking as good as its first day out of the shop. A Total Control power rack handles steering duties, while the Roush oil pan nicely controls 7 quarts of oil. Note the additional crossmember behind the rack.



A Moser rear axle, utilizing the stock Boss centersection filled with 3.89 gears and a Detroit locking differential, handles the job of getting horsepower to the road.

participants have been active in auto racing or other related automotive fields; some still race one weekend and rally on another—with different cars, of course.

In addition to racers and former racers, entrants include a broad range of people, such as doctors, lawyers, nurses, engineers, retirees, auto writers, auto collectors, and historians, as well as sons, daughters, spouses, new friends, and old acquaintances.

The sport of rallying dates back to the earliest days of the automobile. It quickly developed in Europe as a contest for street-legal cars to compete over a combination of public highways and high-speed "stages" on courses located along the rally route. Rallying continues today as a professional auto sport since modern rally cars have evolved to resemble full-race stock cars competing on closed road courses.

Historic rallies began some 20 years ago when owners of vintage autos sought ways to drive their valuable cars in a competitive but nonrace fashion. These resemble the originals where outright speed isn't important but accurate timekeeping and navigation are. The rallies, where staying on course and on time determines the winners, are called Time-Speed-Distance (TSD) events.

At the beginning of these precision driving events, entrants are given a detailed route book with directions, mileages, average speeds, and some landmarks for guidance, as well as an allotted amount of time to get from checkpoint to checkpoint. Distances are typically 1,000 miles over a four-day period to honor the famous Italian road race, the Mille Miglia (1,000 miles).

A rally day is 200-250 miles long, broken into two or three timed stages



Baer Extreme Plus brakes provide awesome stopping power.



A JME gauge panel fills the left side of the dash while a custom clock panel with Brantz rally timers occupies the right side.



Corbeau rally seats provide the much needed lateral support for rally events.

and one or two untimed "transit" stages. The idea is to arrive at each checkpoint at the exact time you're due. Entrants are timed to the second and receive one penalty point for each second they're early or late. Those who arrive at the exact second are "zeroed out" in rally speak. Believe it or not, competitive entrants regularly zero out each stage. Winners typically have no penalty



A contrast in rally styles: Boss muscle and a '34 Riley "Imp."



The Boss and a completely original '68 California Special take a break at the end of a stage in historic Paris, Maine.



A rare moment for rest and relaxation for the navigator: We take the ferry across the Saguenay River to the 400-year-old village of Tadoussac on Canada's St. Lawrence River.

points for the entire rally. However, one need not be so competitive to enjoy the event and there are always some entrants who seem to pay no attention to their penalty points but instead concentrate on the wonderful scenery, food, museum visits, and companionship.

What you need in order to participate is an interesting pre-'75 sports car or modern exotic, a love of driving, and about a week off work. These aren't races, so unless you wish to participate in the optional timed hill climbs or the other off-road events offered, you can leave the crash helmets at home.

For navigation equipment, the only things required are common digital timers and atomic watches. Modern navigational aids, such as GPS systems, are discouraged or banned outright. Rules are kept to a minimum and tend to be obvious, simple to follow, and mostly related to safety.

Cars in the rally typically include everything from modern Ferraris to '30s-era British sports cars, which seem to spend a fair amount of time in intensive care. European sports cars from the post-war period are always well represented, as is American muscle. Recent rallies have included numerous Corvette and Mustang entries, as well as a few real Shelby Cobras,

a '50s Cunningham, and even a Lincoln Continental Presidential limousine.

Several course workers keep an eye out along the route and man the checkpoints, and a crew of mechanics follows along to assist with mechanical problems. The Taylors' rallies have been sponsored for several years by Porsche Cars North America, which generously provides back-up cars for entrants and course cars for route workers. If your car breaks down on the rally, call in the mechanics. If they can't fix the problem on the spot, your car goes in the back of an enclosed trailer and you get a new Porsche to drive to continue the rally. Most of the time, the car is fixed overnight and you're back to rallying in it the next day. If it can't be fixed, you get to keep the Porsche for the rest of the rally and the organizers help arrange transport for your car back home.

It's hard to imagine what else could be done for you, but a special truck follows the route to carry your luggage from hotel to hotel so you don't have to worry about storing a week's worth of clothes for two in your Mustang's trunk.

One final feature of the Taylors' rallies is that, when all the bills are paid, what's left over is given to U.S. charities: \$800,000 in the past 15 years.

Rallies are the perfect way to enjoy your classic Mustang over long distances, have a lot of fun, meet new friends, and enjoy a mini "car" vacation with your significant other. You will find yourselves in good company with interesting and entertaining car enthusiasts, some of whom drive to zero out, while others drive to enjoy their cars, the scenery, and the camaraderie.

To us, these rallies are a perfect reason to own a classic Boss 302.

RALLY BOSS SPECIFICATIONS

BODY

- Stripped to bare shell and mediablasted
- Painted Grabber Orange in PPG Concept single-stage acrylic urethane and PPG black enamel flattened to '69 sheen
- Graphic Express '70 Boss 302 stripe kit

CHASSIS

- Cobra Automotive competition lower crossmember
- Cobra Automotive custom subframe connectors
- Front unibody stitch-welded for strength
- Custom four-point rollbar w/horizontal bar
- Cobra Automotive tie-down kit

DRIVETRAIN

- Roush 342R crate engine: 450hp and 420 lb-ft torque
- Griffin aluminum radiator w/integral heat exchanger oil cooler
- Tremec T600 five-speed transmission
- Centerforce dual friction 10½-inch clutch and pressure plate
- JMC hydraulic clutch conversion
- Ford 9-inch "N" carrier w/3.89:1 gears and 31-spline Detroit Locker
- Custom length Moser rearend housing and axles

EXHAUST

- JBA stainless steel long-tube headers
- Dr. Gas crossover pipe
- Silver ceramic heat-coated

SUSPENSION

- QA1 Stoker Star 12-way adjustable external shocks
- Koni front shocks
- 620-lb. competition coil springs
- Cobra Automotive upper control arms w/mounting points lowered 1¼-inch
- Global West lower control arms and strut rods
- Cobra Automotive 1¼-inch hollow front sway bar
- Energy Suspension polyurethane bushings
- Global West 150-lb. rear leaf springs
- Cal-track traction bars
- Koni rear shocks w/travel limiting bushings

WHEELS

- Front: BBS 8½x18 w/Bridgestone Potenza RE 050 A Pole Position 245x40 ZR18 tires
- Rear: BBS 10x18 w/Bridgestone Potenza RE 050 A Pole Position 275x40 ZR18 tires

STEERING

- Total control power rack-and-pinion w/KRC pump
- Cobra Automotive big spindle kit
- Cobra Automotive gusseted centerlink

BRAKES

- Baer Extreme-Plus 14-inch front and rear disc brakes
- Baer 6S six-piston Monoblock aluminum calipers

- Hydratech hydraulic brake booster system
- Braided stainless flex lines

ELECTRICAL

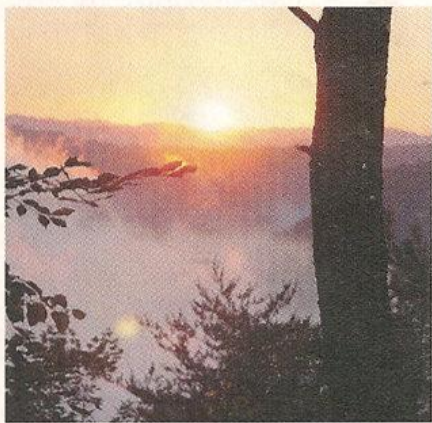
- JME dash unit w/AutoMeter Phantom white-face gauges
- Ford Racing high-torque starter
- MSD 6AL ignition box and coil
- Trunk-mounted battery
- Pioneer custom stereo system
- Custom passenger-side panel w/Brantz rally odometer, speedometer, and timer units
- Custom tunnel-mounted switch box

FUEL

- Fuel Safe 22-gallon Pro fuel cell
- Newton Equipment gas cap

INTERIOR

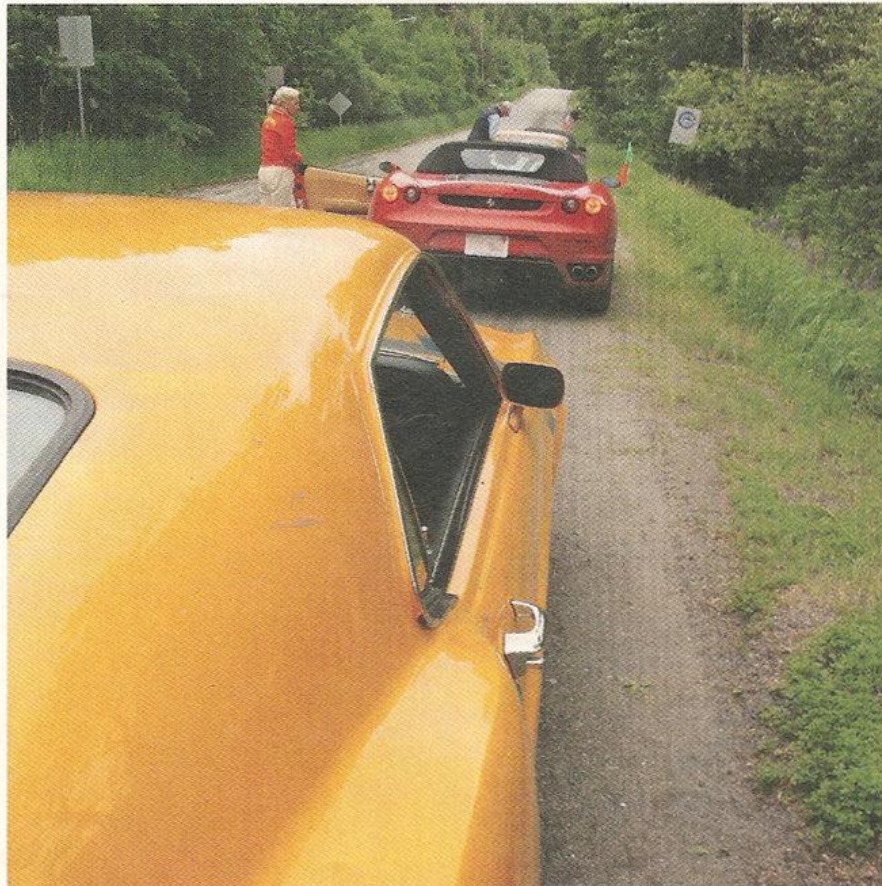
- Foil-backed heat insulation/sound deadener
- Seat mounts moved back and down for extra leg and head room
- JME billet-aluminum radio bezel
- Rear seat replaced w/'66 Shelby package tray
- Corbeau driving seats w/Simpson five-point competition harness
- Custom headliner
- Classic Auto Air Perfect Fit A/C system w/factory vents



A West Virginia mountain sunset along the Mountain Mile Rally route.



The Texas 1000 Rally traverses some of the most scenic roads in the southwest. Here, a local cowboy admires the rally cars just down the road from Carroll Shelby's Terlingua Ranch.



We await our check-in time at the end of a stage somewhere in the Canadian woods.