

STREETBOSS A TRIBUTE TO A LEGEND!

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When my wife Tammy, and I purchased a base model, 2005 Mustang V6 Convertible in January 2006, Tammy simply envisioned a little fun in the sun with me during the warmer months. I, however, envisioned



transforming the S197 Mustang into an eye-catching restomod. Inspired by my love of the 1970 BOSS 302 and BOSS 302 Trans-Am and road racing, my Mustang, which I dubbed "StreetBoss" was conceived. I chose the name after stumbling upon a pair of StreetBoss fender badges at a flea market. A little research revealed that they were Roush Performance badges, once placed on modified Ford F-150's. I felt that the StreetBoss badges best described the gutsy V6's street racer persona. Still a work in progress the StreetBoss concept has embraced both the old and the new, with a touch of my own personality.

Often compared in styling to the 2007 Saleen Parnelli Jones and 2007 Ford BOSS 281, StreetBoss has won several awards and acknowledgments at local car shows and cruise nights throughout the Delaware Valley. Tammy and I both are pleased with the overwhelming positive feedback from BOSS owners and enthusiasts who are impressed with the attention to detail, such as the retro chin spoiler, "M U S T A N G" trunk letters, pinstripe and black-out treatment of the rear trunk and deck lid. Like the BOSS 302 Trans-Am, StreetBoss has been turning heads while competing on the drag strip and road course at Raceway Park, Old Bridge NJ and New Jersey SCCA's AutoX events. What makes me most proud is the look on the faces of



a V8 Mustang owner who we've either beaten or given a run for their money, when they discover that the StreetBoss is a V6. MasterCard said it best, "priceless"! StreetBoss has been a work in progress since the day of purchase, most can't believe that this Mustang started out as a bare-bones, base-model Mustang.

All of the customizing and mechanical work was done by me with the assistance and guidance of my best friend Tony, who owns Hightstown Automotive Center, Hightstown NJ, and the patience and support of my wife, Tammy.

Under the hood is a 245 c.i.d. ohc V6 engine with a MMR 70mm throttle body, MMR throttle body spacer, Airaid air intake, BMR strut tower brace and SCT Xcalibrator 2 with a BamaChips race tune @ 93 octane.

The stock exhaust was upgraded with a true dual exhaust setup to include (2) high-flow cats, offroad X-pipe and Flowmaster Series 44 mufflers. The Street-

Boss exterior appointments include a retro chin spoiler, Eleanor-style grille with center mounted fog lights, headlight splitters, hood scoop, side scoops, convertible light bar and adjustable rear wing, matte black BOSS hood, body stripes and blackout treatments and a set of black 17-inch Bullitt wheels.

Inside is are a pair of Tenzo-R racing seats with 4-point racing harness, carbon fiber upper dash and shift handle, AutoMeter transmission temp, oil temp, vacuum, amp meter and volt meter traditional gauges, housed in a AutoMeter triple gauge pillar pod and (2) Roush vent gauge pods in the dash.

Future plans for StreetBoss include a CDC shaker hood system and Foose retro hood to complete the look and BBK long tube headers, Ford Racing lowering springs and Brembo calipers, cross-slotted and drilled rotors for performance.



Pride and Perfection

I wanted to send you a picture of my Mustang taken at the last car show I went to. I managed to win a second place in the stock class, 1967-1969. The show was the "Pride and Perfection Car Show" at the Seward County Fair. I was competing against eight other cars (not just Mustangs). I enjoy going to small town car shows. The whole town gets behind the show, and really makes you feel welcome. It's also a good place to meet other Ford owners and possibly get them to join my car club, "Capitol City Ford and Mustang Club."
John Worster, Nebraska
MCA # 59405



K-Code HiPo

Talk about Mustang nuts, I am one of the originals. One day in March 1964, while reading *Hot Rod Magazine*, I saw an article on the K-code HiPo Mustang. I knew then that I must have one. I went down to my local Ford dealer on Long Island, New York, and asked him to order this special Mustang. He told me that he had no information on this K-code Mustang yet. I just told him to order the car from the description I gave him from the *Hod Rod* issue I'd read. I also told the salesman to call me when the car is delivered so that I could be there, or they could keep the car.

I was there when the Mustang arrived covered in a bag. I wanted to keep all of the paper work, which I still have, as I knew I was going to keep the Mustang a long time.

It's all stock, right down to the wheel covers. Most Mustang people I meet say this engine was not available in a '64 1/2 Mustang, until I show them the paper-work. The Mustang is registered in the K-code registry and is #64 of 91 1964 1/2



Mustangs known to exist. I recently found a left side test roll traveler sheet from 1964 under the fiber panel in the left rear quarter wheel housing.

When people ask why I keep this old car, I simply smile and say, "When I get in it, turn the key and drive, I feel like I am 25 again."

She has 65,000 miles on her clock and runs great.

I now live in Florida where a new MCA club has been chartered in Ocala. I am proud to be a Charter Member of the North Central Florida Mustangs.

Phil Florio, Summerfield, FL
MCA #68208

I'm a huge fan of the magazine and avid Mustanger ever since I can remember. I just wanted to share with you my latest completed project. It is a 1988 New York State Police Mustang. It was 1 of 40 used by the State Police in New York in 1988 and one of three that have survived. When I drive the car people always ask that question, "Can you drive that car like that?" Well, Truth be told, I'm a New York State Trooper, so that helps.
Joe Lutz, Pleasant Valley, NY
MCA # 59566

1988 NY SSP

