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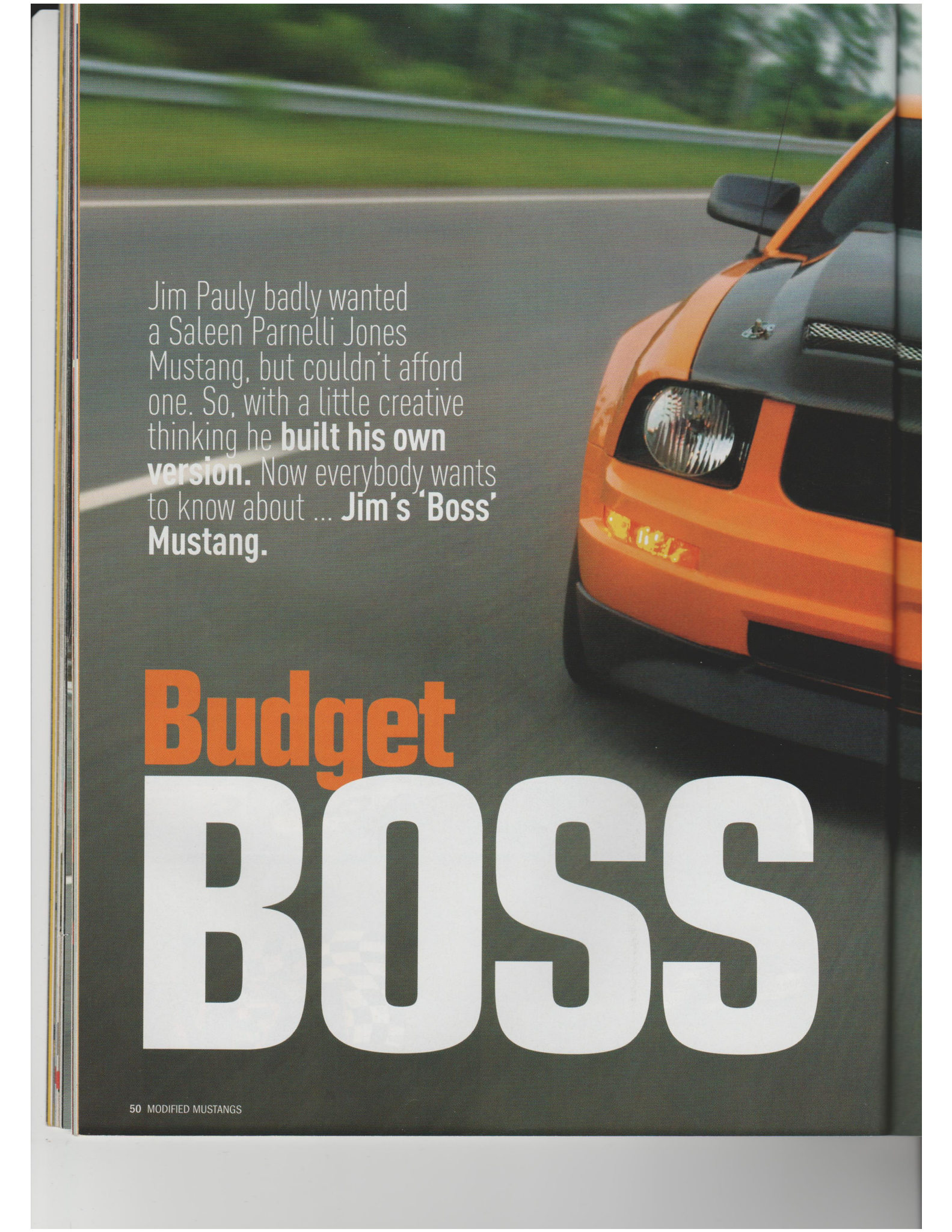
NOVEMBER 2007 \$5.99 U.S., \$6.99 CAN



Printed in the USA

INSIDE
ROUTE 66 IN A ROUGH
500HP SLEEPER SALEEN
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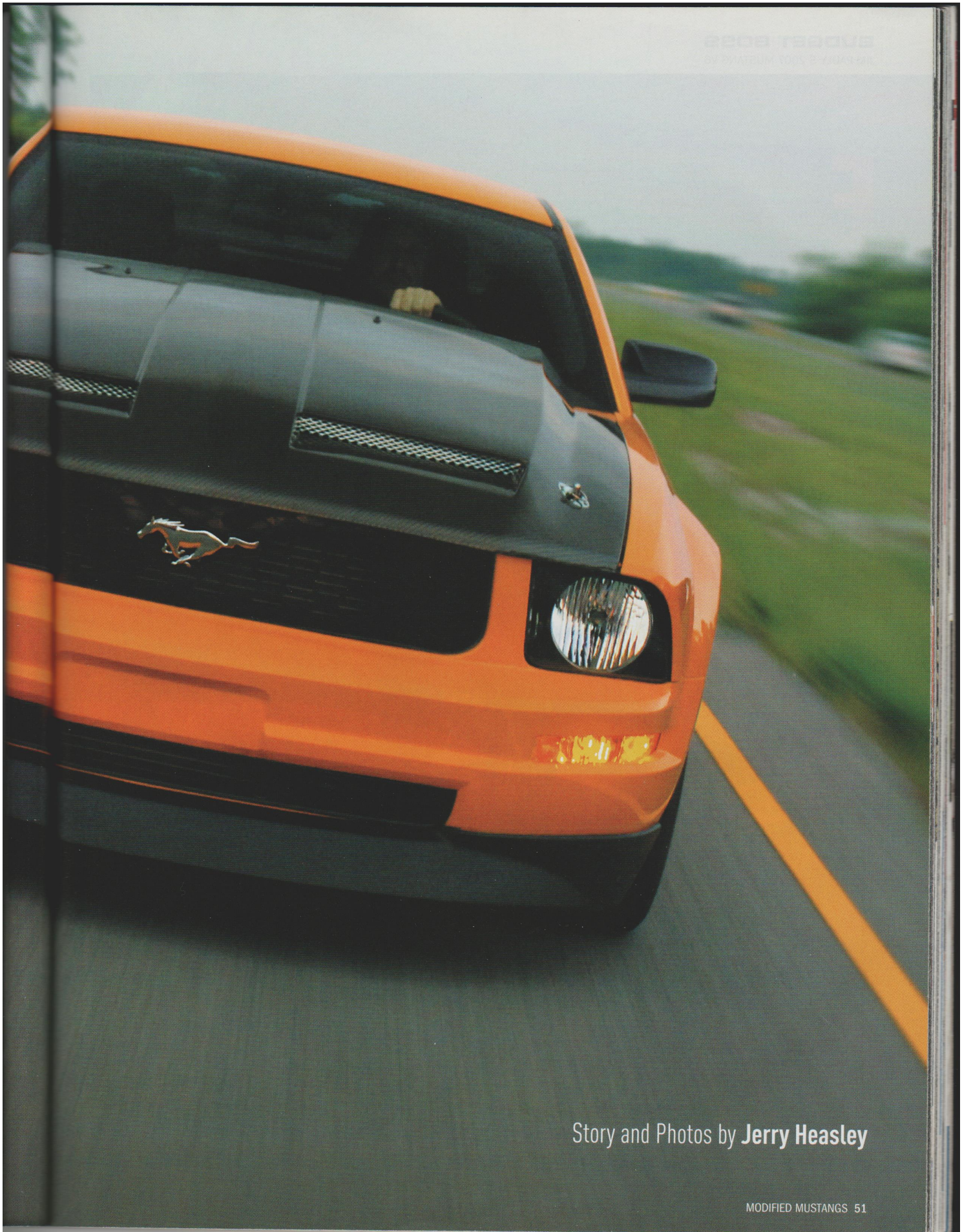
IRONMAN
A FOX THAT DOES IT ALL
BEAT THE HEAT
COOLING GUIDE



Jim Pauly badly wanted a Saleen Parnelli Jones Mustang, but couldn't afford one. So, with a little creative thinking he **built his own version.** Now everybody wants to know about ... **Jim's 'Boss' Mustang.**

Budget BOSS

2008 FORD
BY NATHAN TOOL & MARY ANN



Story and Photos by **Jerry Heasley**

BUDGET BOSS

JIM PAULY'S 2007 MUSTANG V6

Every once in a while we spot a Modified Mustang with a combination of parts and pieces that look just right, and yet under the hood is a V6 engine. In the inaugural issue of this magazine we featured a then brand new 2005 Mustang V6 built up to look like a GT. That car got a lot of reader response. Jim Pauly did not build his '07 to resemble a GT, instead, the Floridian moved up a notch and went with the Boss theme. He chose the color Grabber Orange, which is an original Ford factory hue. With the black stripes and elevated black carbon fiber hood, another feature car comes to mind from a recent issue of this magazine – none other than Saleen's Parnelli Jones Mustang.

Pauly told us he really admired the PJ Stang, but simply couldn't afford to buy one. He could order a V6 with the same factory color for a starting-point for about 20 grand. He admits to having owned a plethora of Mustangs with "the big motors" and currently, his home in Florida has a 400-horse '83 GT residing in the garage. With the '07, Jim wanted to build a show car the whole family could and would enjoy. We found Jim, his wife and 15-year-old daughter enjoying Mustang Week in Myrtle Beach, South Carolina this past July.

They actually stayed the entire week for the festivities. Driving the V6 Boss up and down the main drag – Kings Road, in Myrtle Beach, Jim says, "It was incredible, the looks I was getting behind the wheel of this car."

DA' BOSS RULES

We believe the 'Boss' has an assortment of parts and pieces to look hot – not overdone, but not sedate either. And it appears a lot of other people agree. On the weekend, at the big Mustang Week car show, Jim added, "Even the guys with the Shelbys – the GT-500s – were coming over and were impressed with the way the car looked."

The 'Boss' build started out with a set of ROH ZS wheels, Jim said. "I had the rims and tires sitting in my garage for the '83. I was going to do a 5-lug conversion on that car, but never got around to it." From our vantage point, the bigger wheels and wider B.F. Goodrich tires set off the Gen 5 Mustang, especially a V6 car.





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SPECIFICATIONS & INTERIOR/EXTERIOR

Jim Pauly's 2007 Mustang V6

ENGINE

Ford 4.0-liter SOHC V6

ENGINE MODIFICATIONS

Canton aluminum radiator expansion tank

DRIVELINE

Hurst short throw shifter

CHASSIS

GT-500 strut bar; MRT hood struts; Midwest Auto Gear radiator cover extensions; UPR Strut half covers

EXTERIOR

3D Carbon Air dam; Image Performance Products ram air hood; Ford Racing hood pins

INTERIOR

Shelby Signature floor mats; Chrome door sill inserts; Window tint by Mike at Sunshade Mobile Tinting; 'Eject' power outlet cover

SUSPENSION

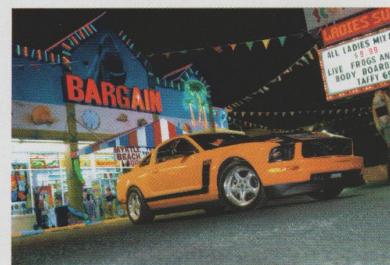
Eibach Pro Kit springs

WHEELS AND TIRES

ROH ZS wheels, with P235/45/17 front tires and P285/40/17 rear tires

NUMBERS

207 RWHP, 243 RWTQ



BUDGET BOSS

JIM PAULY'S 2007 MUSTANG V6



Although Jim wasn't after big time horsepower, he still did want a muscle look. He chose a Boss theme that started with a Boss stripe package from Graphics Express. The rear spoiler, sourced from a new Mustang GT, follows the black theme, as does the 3D Carbon fiber front air dam. Jim got the idea for the hood from a feature car in this magazine.

Said vehicle proved to be none other than the 'Evil GT,' a car this author photographed out in the desert near Las Vegas, Nevada and which appeared in our February, 2007 issue. I can attest that it made yours truly actually feel quite good in some respects, to think that a car I actually shot gave another Mustang builder a bit of inspiration for their own head

turning ride. I suppose features are good for giving all of us ideas on what might look good on a built-up Mustang. The Boss stripes are definitely what stopped me in my tracks at the car show that day. As soon as I saw the car I just had to inquire who might be the owner. A man pointed at Jim. My first question was, could he pop the hood as I wanted to

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see more. Most people display their cars with the hoods open at shows like these.

"It's just a V6 that's pretty much stock," Jim said. Actually, the V6 looked pretty cool with a few mods. Jim admitted the engine was "pretty respectable," being factory rated at 210 horsepower - the same as the top dog Mustang GT boasted back in 1985.

BOSS MUSTANG TIDBITS

1969 BOSS 429



1970 BOSS 302



1970 BOSS 429



1971 BOSS 351



The Boss 302 was quite successful in the Trans Am series, almost winning the 1969 championship and clinching it in 1970.

The Boss 429 was built for NASCAR, but that engine was never raced there in a Mustang. BOSS 302 Mustangs did run in NASCAR's Grand American series, however.

Fewer than 9,000 Boss 302's were produced. The '70 BOSS 302 sold for \$4,100.

The BOSS 429 was a low 14-second car. About 1,300 were produced and sold at \$5,100 each.

The 1971 Boss 351 was arguably one of Ford's best small-block production engines. About 1,700 were produced, combining the 351 Cleveland block and the cylinder heads from the Boss 302.

Kar-Kraft, at the KK-Brighton assembly plant, in Brighton, MI, handled production of the BOSS 429 Mustangs for Ford. They also built two BOSS 429 Cougars in 1969.

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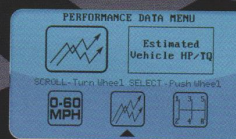
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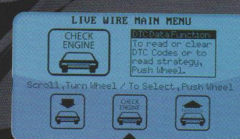
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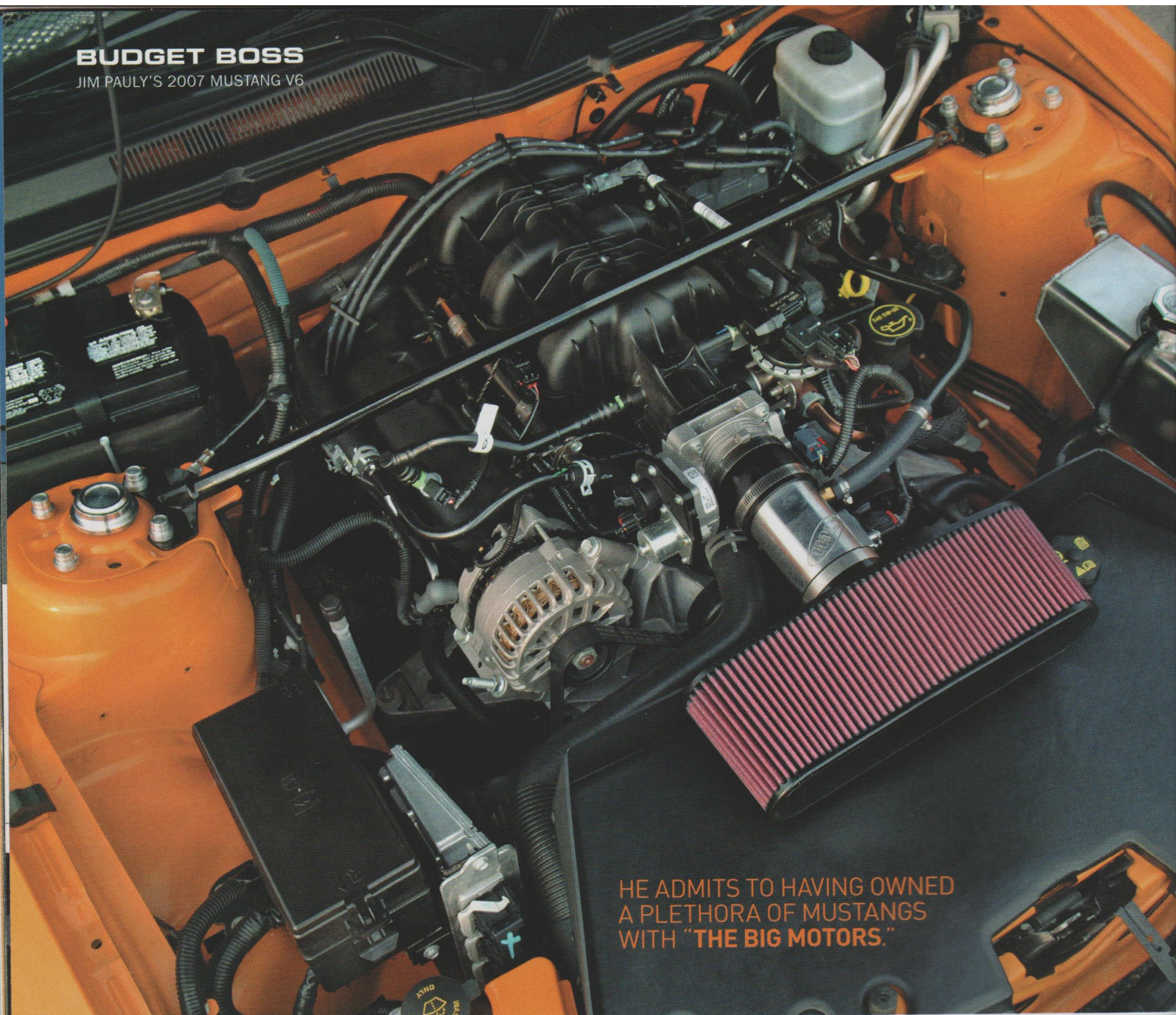
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BUDGET BOSS

JIM PAULY'S 2007 MUSTANG V6



HE ADMITS TO HAVING OWNED A PLETHORA OF MUSTANGS WITH "THE BIG MOTORS."



"It's a little heavier than the Fox-bodies from the 1980s, but the car still gets up and goes for what I want to do. I just want a nice looking car to go to the car shows." A side benefit in these gas price conscious times is 29 highway miles per gallon on the highway from his home near Orlando, Florida north to Myrtle Beach.

TALK TO THE ECU

Jim hired Pro Dyno to chart the horsepower and perform their dyno tune. "When he put it on the dyno, the first pull was 176 and he got me 207 out of it. There's some loss from the drivetrain, like 15 percent or so."

Of course, Jim was referring to the rear wheel horsepower. After the Pro Dyno tune, the V6 pumped out 207 at the tires for an extra 31 horsepower over stock. This tune went through a freer flowing GT muffler and a cold air intake from Western Motorsports - the same guys that

stuffed an Aston Martin engine into a Mustang GT. On a V6, this trick intake includes a black radiator cover to direct the ram air, and requires relocating the factory overflow tank. To pump up the looks a little more, Jim picked a new overflow tank from Canton.

Inside, Jim said the factory shifter is "the first thing that needs to go." He compares the operation of the OEM 5-speed to "like shifting a crow bar through a bucket of bricks." The Hurst short throw, fitted with a classic white cue ball handle, is much more to his liking.

Right now, Jim is far from done with his Boss. He has a list of "future mods," such as a set of dual exhausts. He plans to change the 7.5-inch rear end to an 8.8 with 3.73 gears and a Traction-Lok differential. Even with this future work remaining to be done, Jim is already having a blast with this 2007 V6 'Boss.' After all he went home with a Top 75 award from Mustang Week. Who says the big dollar show cars get all the attention? **MM**