

# WHO'S THE



# BOSS?



## The quick way around a slalom course—in a 1970 Boss 302.

By Jim Koscs

**W**ith all the flap about how great today's performance cars handle, you'd think nobody knew how to make an American muscle machine make turns before. Anybody who believes that has read one too many sports car magazines.

Fred Sentt knows the real story, and he shares the news with owners of today's hot g-machines when he beats them in an autocross with his 17-year-old Boss 302. With a little suspension tweaking and a set of modern performance radials, the Boss oh-two can show a lot of today's yuppified "sporty" cars the quick way around a slalom course.

When Fred bought his Boss seven years ago, oxidation had grabbed most of the Grabber Green paint, the car had the wrong motor, the wrong trans and it didn't run. Fred spent two years getting it all together, and for the past five he's been driving it on weekends, autocrossing it when he can.

Fred got the car's original invoice, which shows that the first buyer selected a 3.91 Traction-Lok, fold-down rear seat, Magnum 500s and little else. Sounds like it was bought to race. Maybe the fold-down seat was for hauling tires, tools and spare parts to the track.

To improve the road course handling Ford designed into the Boss, Fred lowered the front end a la early Shelby—by relocating the upper A-arm pivot points. Headers and an aftermarket cam unlock a few more horses from the canted valve mill, which Fred dressed up a bit with some chrome.

Of course, it takes more than stiff suspension and sticky tires to win at autocross. It takes driving ability and intense concentration. That's where Fred might have an advantage over his competitors. With its wild looking color and the mean sound of REAL horsepower emanating from its tailpipes, Fred's Boss might just intimidate a few other drivers into believing they can't win.

