



[www.ocpanteras.com](http://www.ocpanteras.com)

April 2006

**Cruise to Las Vegas** by gathering at the Sierra Ave off ramp just 4 miles north of 210 on hwy 15. Turn left into the complex and look for other Panteras on Wednesday, Thursday, or Friday. Call Kent Snyder 626 966-0890 or you POCA newsletter for more details.

**Reminders:** from [rkunishige@hotmail.com](mailto:rkunishige@hotmail.com)

- ? **Car Museum** Rick Flores hosting.
- May 3-7 **POCA Las Vegas Fun Rally** & Car Display at Orleans Hotel. Kent & Sandi Snyder 626 966-0890.
- May 10 **TPOC Mtg** 7PM Mimi's 18461 Brookhurst & Ellis FV. Bring your car.
- May 14 **Long Beach Swap** at Memorial Stadium.
- May 18-21 **ORR** Nevada Open Road Race (SilverState), Ely Nevada Call Dennis Antenucci 626-796-3800 Ext 116.
- Jun 11 **Long Beach Swap** at Memorial Stadium.
- Jun 14 **TPOC Mtg** 7PM Mimi's 18461 Brookhurst & Ellis FV. Bring your stories.
- Jun 15-17 **ORR** La Carrera Road Race, Ensenada, Mexico Contact Dennis Antenucci 626-796-3800 Ext 116.
- Jul 9 **Long Beach Swap** at Memorial Stadium.
- Jul 12 **TPOC Mtg** 7PM Mimi's 18461 Brookhurst & Ellis FV. Bring your associate.
- Jul 30 **Long Beach Swap** at Memorial Stadium.
- Aug 13 **Long Beach Swap** at Memorial Stadium.
- Aug 18-19 **Concorso Italiano & PI's Laguna Seca Historics** sign up early.
- Aug 26 **TPOC BBQ** Ron & Gayle Huff.
- Sep 10 **Belmont Shore Show** is a \$25 must for Panteras each year. Register by 9/3 call 562 946-9800.
- Sep 10 **Long Beach Swap** at Memorial Stadium.
- Sep 14-17 **ORR** Silver Road Race, Ely, Nevada Contact Dennis Antenucci 626-796-3800 Ext 116.
- Sep 17 **Long Beach Swap** at Memorial Stadium.
- Oct 8 **Long Beach Swap** at Memorial Stadium.
- Nov 4-5 **Willow Springs Open Track** featuring Panteras and Ferraris---Jim Saxton 626 285-2024. This TPOC event is on the fastest track in the West. It is often seen on Speed TV for car testing. Why not test your ride where the pros test? This event is for pro and novice alike classed in 4 groups.
- Nov 12 **Long Beach Swap** at Memorial Stadium.
- Nov 26 **Long Beach Swap** at Memorial Stadium.
- Dec 3 **TPOC Christmas Party** Gayle Huff & Bob Singer host this yearly event for all So Cal chapters.
- Dec 10 **Long Beach Swap** at Memorial Stadium.

**TPOC Christmas Party** is special with a new upscale site that promises to be even more fun than last year. Contact Gayle Huff or Bob Singer for more info.

**Write an article** of your own and submit it to Mike Drew, Jack Deryke, or Dave Adler.

**Please** send any changes to Judy McCartney at [jpoca2@hotmail.com](mailto:jpoca2@hotmail.com) 'cause we're considering sending a TPOC roster to you. Check your phone numbers, email address and most importantly your associate's name. Oops, it's not normally listed but we do want it for our database anyway. **Then tell us what info you'd like to include or exclude in the roster to all our chapter members. I'm considering placing all the info into a TPOC directory for you.**

## *Our 351 Cleveland Puzzle Continues*

The following information is largely from *Muscle: Mini or Maxi* by Fred Freel in Petersen's Complete Ford Book printed in 1973.

Those of you who have found the Boss 302 (Part # D1ZV-6010-B), Boss 351 (D1ZZ-D), 351 Cobra-Jet and some 400C blocks with 4 bolt mains, have a strong foundation for mods. But two bolt mains can accommodate considerable abuse with mods of their own.

There are four Boss type heads from which to choose. Two are from the Boss 302 and two for 351C. The best heads to use are the 1970 Boss 302s. We need only drill a 11/16" hole in the deck for the Cleveland water passage using its gasket as guide. These have small 57cc chambers and mate to either the original Windsor block or the 351C to raise their compression. Ratios are expected to be 9.44:1 for 289, 8.97 for 302 and 11.62 for 351C/W. For lower Cleveland compression figures, select the Boss 351 for 9.5:1.

Head Part #	Application	Min-Max cc	In./Ex.	
D10Z-6049B	302-351W	58.9-61.9	1.84/1.54	Lrg ports & valves
D0ZZ-A	302-400	57.2-60.2	2.19/1.71	Lrg ports w/small chamber
C9ZZ-D (right)	302-400	61.3-64.3	2.23/1.71	Lrg chamber, extra lrg valves
D0ZZ-B (left)	302-400	61.3-64.3	2.23/1.71	Lrg chamber, extra lrg valves
D1AZ-A	351C-400	76.9-79.9	2.04/1.65	Sm ports, valves, open chamber
D1AZ-B	351C-400	64.6-67.6	2.19/1.71	Lrg ports, valves, hydraulic cam
D1ZZ-B	351C-400	64.6-67.6	2.19/1.71	Lrg ports, valves, mech cam
D1ZZ-C	351C-400	73.9-76.9	2.19/1.71	Lrg ports, open chamber, hydraulic cam
D2ZZ-A	351C-400	73.9-76.9	2.19/1.71	Lrg ports, open chamber, mech cam

Cranks come in three main bearing diameters; 289-302, 351C and 351W-400C. Only stock forged crank is the Boss 302 with 3" stroke. All stock 351Cs are cast. Remember, though, that the Boss 351 crank is a specially selected one at the Ford plant and is a bit stronger stock.

Rods come in six stock sizes so the opportunity to tune your engine to your tastes is there---3 for 302 and 3 for 351. How about rod/stroke ratios of 1.90:1 like the old Chevy 283? This rod length divided by stroke is thought by some to be ideal. It allows very good high rpm without too much loss of low-end torque. High ratio yields top-end performance while low ratio give us better low and mid-range power. Boss 302 has a ratio of 1.72:1 and its brethren Boss 351 is in Steve Webster's recommended range of 1.6-1.7 at 1.65:1. So, if you are going for a stroker engine, take the time to calculate the rod ratio. This will tell you how the engine is expected to respond to the right pedal.

Chevy comparisons for us 57 Bel Air types have a rod ratio of 1.9 for both our 265 and 283 engines. They sing the very high notes with the right cam, valve train and light assembly. That's one of the reasons they faired well in early hot rodding days. Meanwhile my favorite 327 spins the crank using a 1.754 ratio. The hot revving Z28 TransAm 302 copies the Bel Airs at 1.9. 350 move a reasonable 1.635 but the stock 400 pokes a leisurely 1.52 with tons of torque.

The same publication speaks to the need to replace Shelby's own FIA 289 Cobra's tired engine with a new one. Mike McClusky, who maintained Shelby's fleet, chose a 72 Boss 351 to do the job. It was balanced, cc'd, valves lightened and triple-angle cut. The foot wells were notched because the big engine was set lower and 10% back to improve handling. Custom headers were fashioned while the dual point distributor added the needed spark. Beefed up C4 made effective launches. Remember too that the much maligned C4 uses the same design as the C6, FMX and Turbos but do require a simple mod. Removing a spring makes Falcon units shift us crisply into the Galaxies beyond.

Also featured was the Wayne Gapp and Jack Roush Pro Stock Pinto. It turned e.t.s in the low 9s with a 73 Cleveland as motive power through Lenco to the 5.57 cogs. It reminded me of Phyllis' 73 Pinto wagon but she had a single lever 4 speed and taller gears.

Rod Kunishige April 28, 2006