



Steve Webster



www.ocpanteras.com

March 2006

Steve Webster Died on 2/9 during a heart operation. Our unofficial TPOC member often helped us at our tech sessions. He gladly gave both his expertise and bright outlook that will be sorely missed by all who grew to know and love him. The hardship of his stroke last year added stress beyond measure to his big heart.

Dragon Foundation Carol Ann Michelle CAMichelle@DragonFoundation.org wants your help to make the “Running of the Beasts” in support of animals a huge success. Volunteer for this worthy cause along with the other TPOC members or enter your car now. Tentative date is July 15th.

Reminders: from rkunishige@hotmail.com

- ? *Car Museum* Rick Flores hosting.
- Mar 8 *TPOC Mtg* 7PM Mimi’s 18461 Brookhurst & Ellis FV. Bring your pics.
- Mar 10-11 *Temecula Rock N Rod* 951 325-7100 drifterpat@msn.com.
- Mar 12 *Long Beach Swap* at Memorial Stadium.
- Apr 7-9 *LB Grand Prix* CART racing at its best www.longbeachgp.com.
- Apr 9 *Long Beach Swap* at Memorial Stadium.
- Apr 12 *TPOC Mtg* 7PM Mimi’s 18461 Brookhurst & Ellis FV. Bring your suggestions.
- 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 714 962-9754.
- 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 714 962-9754.
- 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 *Long Beach Swap* at Memorial Stadium.
- Sep 14-17 *ORR* Silver Road Race, Ely, Nevada Contact Dennis Antenucci 714 962-9754.
- 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 3/10 *TPOC Christmas Party* Gayle Huff & Bob Singer.
- Dec 10 *Long Beach Swap* at Memorial Stadium.

TPOC Christmas Party followed tradition at the country club with 19 Panteras in fine form. It's always amazing how much of an attraction is generated by so many Panteras on display in the parking lot. This pride of cats draws crowds with ease. Aren't there any Mongustas in SoCal? After all, we do need some Cobra killers to compliment the gang. This year was a low-keyed event with plenty of time to talk among the nearly one hundred guests whilst soft Christmas music filled the air. Special awards hand crafted by our artistic President Dave Rudderow were distributed to members who helped to make 2005 to be an exciting year.

Sign up now for Las Vegas, Monterey and Willow Springs!

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 '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 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 club members.**

Our 351 Cleveland Puzzle

The mystery surrounding this motor has led me to find out some points about this four-year production engine. It started in the fall of 1969 ending in 1974 model year. Some may remember the 1974 Cougar I once stored in order to safe guard its 351C 2V. Others will recall that I currently run a 1974 351C 2V in my 73 Pantera while its original 351C 4V awaits rebuild (a casualty of a POCA Las Vegas open track event).

Let's ignore the famous 351 Windsor engine to focus on Ford's successor to the Cleveland --- the much heavier 400M whose 1972 introduction uses a taller deck, wider profile and big block (429/460) bell housing pattern. This block was destroyed to yield the 351M in 1975, which barely overcomes its weight disadvantage.

The Cleveland's most noted feature is its heads. Early 351C 4V heads have wedge chambers, monster ports and valves measuring 2.19 intake and 1.71 exhaust designed for big blocks. The design stems from SCCA Trans Am winner of 1969 as they rested atop the very high-revving BOSS 302s with oversized 2.23 intakes. BOSS 302s for 70 were reduced to our 2.19". The closed quench style chambers were opened in 1972. This massive flow characteristic gives us poor street performance but an outstanding one on race courses demanding high revs in the 7,000+ range. To take advantage of this, a stroker of 377 to 408 is needed to provide enough volume and revs. 351 2V heads have smaller ports, open chambers, 2.04 intakes and 1.67 exhaust valves found in the long gone Cougar and my current Pantera. High performance Chevys would love to have this size valves. And, I found one drag race 350 modified to mount the Ford Cleveland head in San Mateo in an effort beat Jack Roush's lowly 351C *Tijuana Taxi* Maverick. 2Vs offer great gobs of low end torque but limits the high end. The Aussie 351 heads uses the 4V wedge chambers with the smaller 2V ports to give us both excellent flow and burn characteristics more in keeping with the 351 cubic inches and bottom end construction so limited in most Fords with their oiling, rods and crank shortcomings.

So what's this all mean? For the 2V heads engine seeking more, consider the Aussie heads. The 4V heads need more displacement and higher spin capability (7,500-8,000) than stock so check out a stroker with a forged crank, longer rod length, and stronger connecting rods. But be sure to have your block sonic tested to insure proper wall thickness. Use push rod guide plates and screw-in adjustable studs to steady your valve train regardless of heads. Eye the single plane intake manifolds for tack and dual plane for street. I'll suggest a probable fix to the oiling problems inherent in Ford blocks in a future article.

One more thing, there is a reference to an Australian 302C head but I have not been able to find any specific information on it. Have you?

Rod Kunishige