



Photos by Bill Harris



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

December 2009

**Christmas Party** goers enjoyed a spirited faire with tables of plenty that would make Thanksgiving participants pine with envy. Sixteen of the finest Panteras southern California may offer lined the front row with three Corvettes and Greg Eilse's white Ford GT escorting them. It took a heavy hand to urge the group from the parking lot to the warm tables. Fellow members mingled throughout all the SoCal Chapters, shared stories of the past year, spread the Holiday cheer and spoke with great anticipation for the coming year. All seemed pleased with the buffet offerings while I attacked the fish table repeatedly for shrimp, crab, salmon, crab, mussels, and more crab. Later, I discovered some baked white fish at the center table worthy of multiple trips too. Oh, didn't I mention an extra plate of ribs. The full array of breakfast faire including pancakes, Belgian waffles with Art Stephens' strawberries, omelets of custom design and of course an egg thingy. The Chef was there too with an overly large knife to cut that special slice upon your command. He looked a bit menacing to me so I avoided his offerings. There was a full 5 minutes lost at the dessert table while I tried to justify a sampling of each and every presentation there. My diabetes forced me to select only one. If you want to be a winner next year, be sure to join us at the annual Christmas Party. Partiers earned chances to win prizes. Each was given a ticket and bonus ones were based on the number of meetings attended during 2009. Phyllis won two but does not intend on sharing the fine wine so I'll be whining a bit into January. My limit on the deluxe candy is one. I must lose some weight to get off my meds next year.





**LT1 vs 351 Boss** matchup is in the January 2010 *Hot Rod* magazine to definitively set the record straight on the big debate in the late 60s and 70s. The competition really started with the Shelby 289 vs my favorite 327 (375hp fuelie) then moved to the 302s to end with the 350 vs 351C of 1970 & 1971, the year of our interest. Both manufacturers for the LT-1 350 and Boss 351 rated hp at 330 as did DeTomaso using the same 4" bore and similar strokes (3.48 & 3.50) on four bolt mains. Each generated their power numbers differently. Chevy went with lower compression of 9:1 by larger chambers 74-76cc for a better burn swirl instead of Ford's 11:1 closed chamber 64-67cc and longer rod length by .078 giving Cleveland a better rod ratio. Ford ran slightly larger exhaust valves (1.71 vs 1.60) because their heads flowed better. Cams were solids but the blue oval used less duration and lobe separation. The tests balanced the environment by using the same 750 Holley carb with stock intakes. Similar headers too leveled the tests.

What about results? LT-1 got 359 hp at 5,900 and 376 lbs at 4,100. Boss 351 with 4V heads made 383 hp at 6,100 and 391 lbs at 4,000 to win. Cleveland's big valves and ports work well in the lower rev range when coupled with the right cam. Remember 351C used the stock cast 70 4V intake for flow rates of 274In/176Ex against the aluminum dual plane hi-rise on the LT-1 flowing 217In/151Ex. A couple of hundred rpms on the road course straights can make a huge difference on your lap times and 25 lbs can help pull you out of the turns earlier.



Pickup the mag and learn about the 289 hipo vs the early 327. You'll then understand why Ford had to develop the Cleveland heads. Oh, be sure to give me your 4V heads as you abandon them for them new fangled shiny heads. (I wish I had a 302 to make a 400hp screamer too.)

**HB Concours** is in the planning stage and we hope to have an overwhelming showing there in 2010. Let's get two dozen cars on the lawn.

**Repair Your Car** with a group and learn more about how to keep our cars running. Schedule a tech session with me via email [rkunishige@hotmail.com](mailto:rkunishige@hotmail.com). Your place or mine, we have tools to go.

**Please help us plan for the coming year by proposing a run for all of us to enjoy. Speak to Bill Harris, or even better Cindy, with your idea. The only requirement is that it be a fun thing to do.**

**Reminders:** from [rkunishige@hotmail.com](mailto:rkunishige@hotmail.com). Everyone with an interest in DeTomaso cars is always welcome.

Jan 13 **TPOC Mtg** 7pm Zito's Bar & Grill 17320 17th St, Tustin, CA 92780 (714) 730-0003. Located east of hwy 55 on 17<sup>th</sup> exit.  
Feb 10 **TPOC Mtg** 7pm Zito's Bar & Grill 17320 17th St, Tustin, CA 92780 (714) 730-0003. Located east of hwy 55 on 17<sup>th</sup> exit.

**Long Beach Swap Meet:** Jan 10 Jan 31 Feb 14 Mar 14 Apr 11 May 9 at Veterans' Stadium.