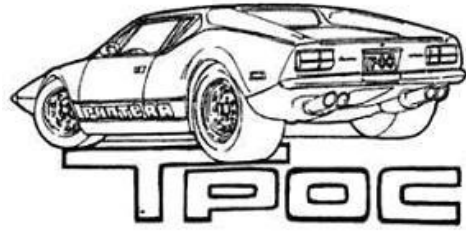


Clevor engine



More at www.ocPanteras.com

January 2016

Cleveland Replacement is cited by Jack DeRyke in his January POCA newsletter. TPOC 2007 newsletters spoke to topic in January and November comparing C vs. W offerings and making a Bogus Boss. Below is an extract on how you may use a Windsor block with your 351C heads to create a Clevor. (I don't recall publishing it in 2008.) My understanding is Bush Performance continues to offer their products. Keep in mind there are many W blocks.

Engine	Bore	Stroke	Main-Journal Diameter	Rod-Journal Diameter	Connecting Rod Length	Firing Order
351 W	4.00	3.50	3.00	2.311	5.954	13726548
351 C	4.00	3.50	2.7492	2.311	5.780	13726548

The above table shows the two block configurations. The 302/351W has the advantage of a 1.70 stock rod ratio for implied quicker revs.

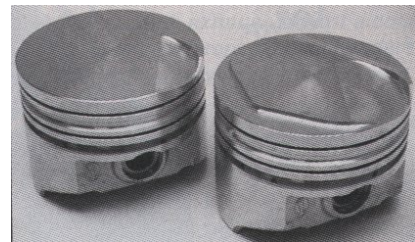
I found that an update is needed in that Bush Performance, later known as B&A is no longer per TheMustangShop.com article <http://www.themustangshop.com/clevor.cfm>. Edelbrock does make two intake manifolds for us. The first is for the 302W #7129 and the second if for the 351W #7183 at \$304. The latter is the one of interest giving us the cubes.



302



351

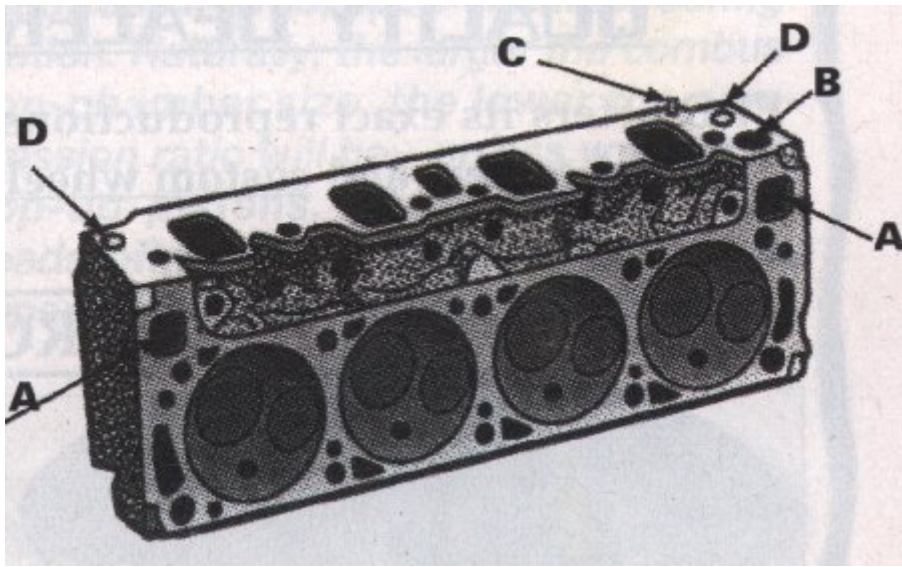


Pistons

	KB 110 Piston (flat-top)	KB 117 Piston (pop-up)
Head Volume	Compression Ratio	Compression Ratio
62	11:1	12.7:1
66	10.6:1	12.1:1
76	9.5:1	10.6:1

Pistons are from KB Performance Pistons at www.kb-silvolite.com using stock Windsor rod with 2v or 4v heads.

Heads are modified for the coolant as follows:



Head modifications.

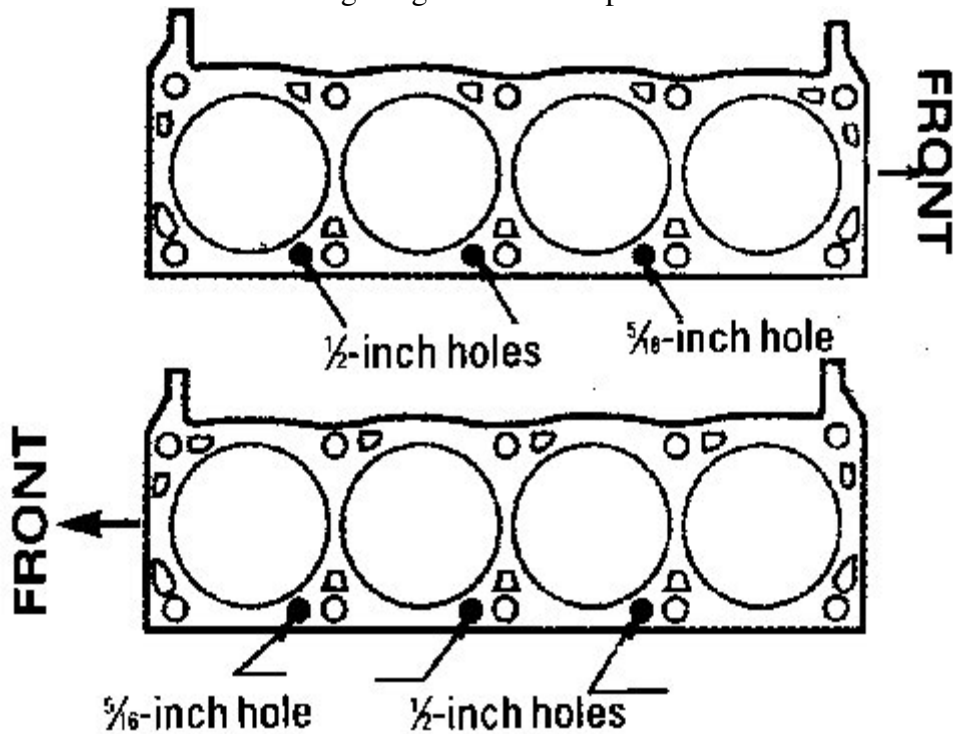
[A] Coolant passages need to be plugged.

[B] 0.80 inch hole must be drilled on each head. Use the intake gasket as a template for these holes.

[C] Remove these alignment pegs.

[D] Use freeze plugs to block these end holes, if the heads have them.

Gaskets are from Ford's SVO department at 313-337-1536 or use Boss 302 gaskets. Drill three holes on each side of the block as shown using the gasket as a template.



Block water passages.

Calendar, as proposed today, is listed in the reminders section. Pick up a flyer at the next meeting.

POCA Notice Please be sure to read Jack DeRyke's message regarding your POCA publications in this month's (Feb) newsletter. He outlines the exceptions in order to qualify for a paper version of coming newsletters. Those wishing to receive newsletters in paper form may do so by informing Judy McCartney at jpoca2@hotmail.com or Gerry Romack.

Clevor Engine = Mating 351 Cleveland Heads To 289/302/351W Blocks.

By Jim Smart in "Mustangs & Fords"

Bush Performance Engines Brings Back The Street Boss And Track Boss Intakes For Mating Cleveland Heads To Windsor Blocks

Back in the '80s, B&A Performance offered these manifolds in both Street Boss (dual-plane) and Track Boss (configuration), with versions for the wider 351 Windsor blocks as well, but manifold production was discontinued several years ago. Bush Performance Engines has picked up the rights to produce the manifolds so they are once again available, except for the 351 Street Boss, for building street or track versions of the Clevor small-block.

When building a Clevor Ford small-block, the 351C-4V head is the best choice only if you're reaching for high revs. This head has huge ports and closed, high-compression wedge chambers. The larger ports work best at high rpm because that's where we have air velocity, which makes torque. Closed chambers yield higher compression ratios, which means power. The 351C-2V head is designed for low-rpm street use. It's perfect for a street driver because the smaller ports provide air velocity at lower engine speeds. Again, air velocity makes torque. The larger, open chambers yield a lower compression ratio for use with today's pump gas. With the right piston, you can achieve 10.0:1 compression with this head.

Bush Performance modifies 351C heads for installation on the 289/302/351W block, eliminating one water passage while creating another. Bush closes off the 351C water passage between the head and the block. Then a passage is bored in the forward-most part of the head at the intake manifold, which allows coolant to flow to the 289/302/351W manifold and thermostat.

The two 351C head types call for two types of pistons--one for a closed-wedge chamber and another for an open-chamber design. The 351C-4V piston is the same basic slug used in the '69-'70 Boss 302 engine because the Boss head is virtually the same as the 351C-4V head except for water-passage differences. (The '69 Boss 302 was actually the first application, from the factory, of the 351C-4V heads on a Windsor block).

The common denominator for 289/302/351W power is the Cleveland head. Your mission determines head selection. For the street, choose the 351C-2V heads with the Street Boss intake. For track use, step up to the 351C-4V heads with the Track Boss single-plane intake.

Editor: Stock 351C has a bore of 4 and stroke of 3.5". 302 uses 4' bore and 3" stroke. Aussies recognized this and created a 302 Cleveland by de-stroking it and used a 2V head with 4V closed quench chambers.

1/25/08 Rod Kunishige

General Meeting see opanteras.com web site for location. 17th St Bar and Grill is to be our general meeting place. It is at the site of the old Zitots at 17320 E 17th in Tustin located near the 55, 5 and 22 fwys. We normally order our food at 7PM and begin the meeting promptly at 7:30PM on the third Wednesday of each month except December. Scott is likely to have a video treat for us all.

Badges, for those who need TPOC badges, they are free. And, you don't have to be an outlaw to get them – simply ask Rod. You just never know when Humphrey Bogart will ask you to show him yours.

Oh, those of you who have ordered badges, Bob Singer is holding them for you. See him at the next meeting.

Membership - We encourage everyone to become a POCA member if you aren't already a member. Your membership in the national club helps fund our local chapter. You can download an application at www.poca.com. Please help our club grow by selecting TPOC as your chapter. Remember too that you need not be a member to join us at any of our meetings or events.

Picture of Your Car is needed for our web site. Email one to Greg Ford at tpocwebmaster@gmail.com.

Reminders: from rkunishige@hotmail.com. Everyone with an interest in DeTomaso cars is always welcome.

Feb 20 **PI MotorSports** open house.
Mar 19 **Petersen Auto Museum LA.**
Apr 9 **Tech Session** Rod's in HB 714 374-8177. Prep for Fun Rally.
Apr 23 **Garage Tour** Fred Heitman Anaheim.
May 11-15 **POCA Fun Rally** Las Vegas.
May 21 **Garage Tour 2** Adler Ranch
Jun 12 **Pantera Palooza 2016** Irvine.
Jul 23 **Auto Driving Museum** El Segunda.
Aug 19-21 **Rolex Monterey Motorsports Reunion at Mazda Raceway Laguna Seca** Historics.
Aug 27 **Tech Session 2** Rod's in HB 714 374-8177.
Sep 25 **Ice Cream Social** Gary Hirschberg 714 794-7095.
Oct 10 **Garage Tour 3** Long's Corona.
Nov 19 **Rubel Castle** Glendora.
Dec 4 **Christmas Party** Galye Huff & Bob Singer 714 960-2323.
Dec 17 **Gondola Cruise** Bob Singer 714 960-2323.

Long Beach Swap Meet @ 6am – 1pm at Veterans' Stadium \$9 12/13.

Weekly Events: Saturday: HB Donut Derelicts, Sunday: Woodland Hills Supercars, Topanga Canyon & Erwin St 7-11am, Cars & Coffee at OC Fairgrounds.

Ads. Submit your ad via email.

INFO NEEDED for DE LA ROSSA Pantera. De Tomaso HISTORIAN Wallace Wyss for his Incredible Barn Finds book. He needs to find out the price Don DeLaRossa's widow sold their special Pantera or the sale price of its subsequent owner. Here's an ad for the car dating from 2014 probably from the owner after DelaRossa: <http://www.finecars.cc/en/detail/car/296730/index.html> Wally can be reached at Photojournalistpro@gmail.com. He thanks any member for clues...

Tom Todak offers:



harly WAX

Outshining the Competition Since 1956

Harly Wax creates a deep shine that turns a good paint job into a brilliant paint job.

The World's Finest Carnauba Wax

Harly Wax is a pure carnauba paste wax made in the USA from the highest grade of hand selected Number One Yellow Carnauba Wax from Brazil.

If You Care About Your Car, Harly Wax It

Harly Wax is safe for all finishes. It contains **NO** polymers or silicones and **NO** cleaners, powders or abrasives which gradually remove your car's finish every time you wax.

web: harlywaxusa.com
email: harlywaxusa@att.net
phone: 714.771.4484



Michael Leone of Insurance Center Associates offers Hagerty Insurance E-Mail: mleone@inscenter.com: