



PIPE DOWN

Westickittoanexhaustsystemwithsurprisingresults. STORY • Richard Ehrenberg, SAE
PHOTO • Richard Ehrenberg and Matthew Kierstead

LLOUD PIPES SAVE LIVES goes the Harley rider's refrain. That may well be true, but when it comes to Mopars, loud pipes can get you in a heap o' trouble with your significant other. And, oh, the cops, who, at least in our neck o' the woods, seem to cut the bikers all the slack in the world, while busting automobile drivers left and right. Blame the ricers for that, with their raspy fart-can exhausts.

Back to your better half: If she won't ride in your Mopar 'cause it is too loud, you're looking at a serious issue. That's exactly what local Mopar guy Salvatore Rossi had with his big-block '67 Belvedere, 4-speed rat rod. See, Sal's a fabricator, and fancied shaking up the troops with a pure-NASCAR-style exhaust: Straight 3" pipes from the header collectors, with a 45-degree bend, and a side exhaust just forward of the rear skins. Power? To be sure. Noise? Absofreakinlutely!

Yours truly pitched, unsuccessfully, for months, for a full 3" TTI system. Sal wouldn't hear of it. June, Sal's lovely bride, couldn't hear *anything*.

What to do?

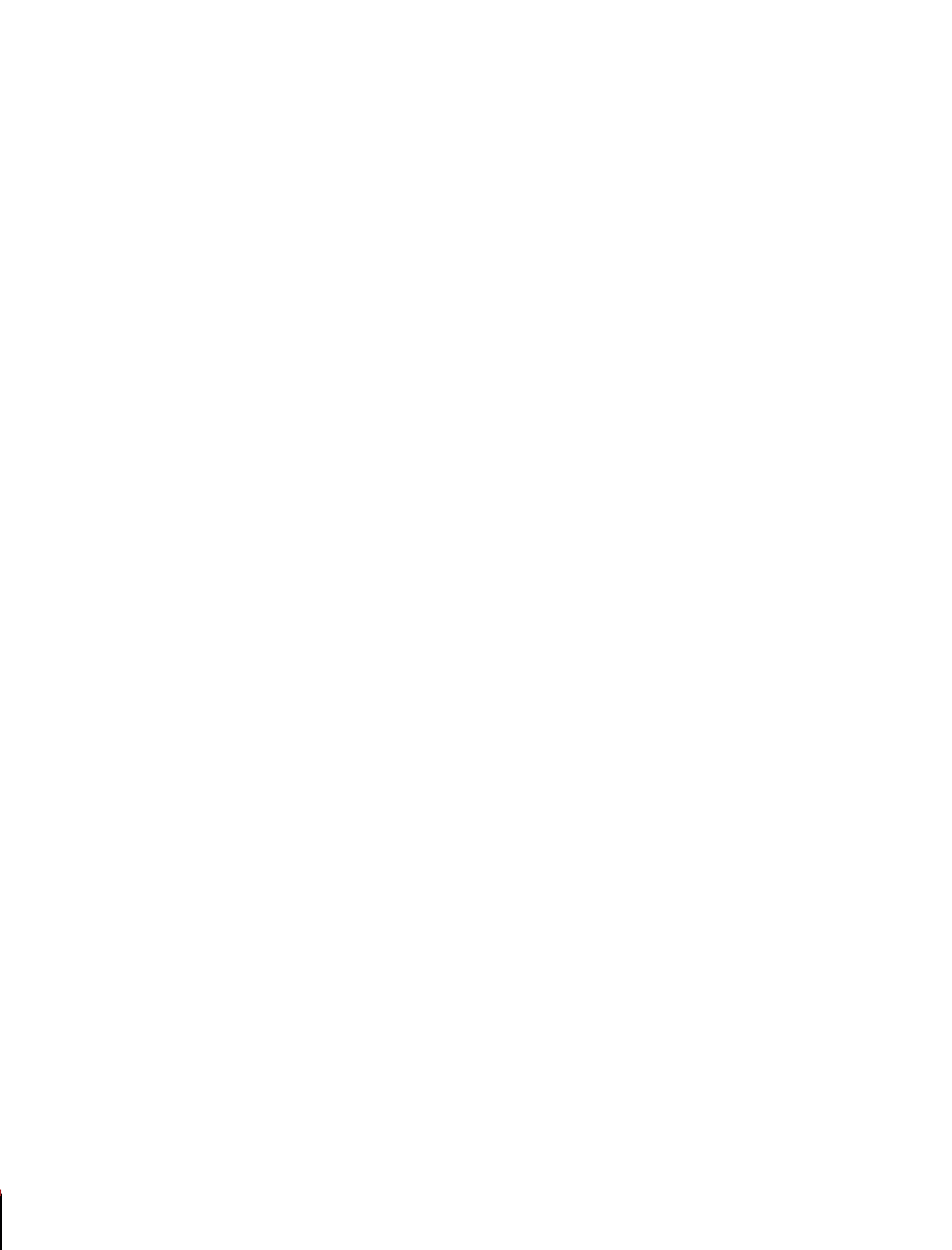
Then we remembered our Mopar buddy in Motown: Eric Sauls. Eric had cloned the chambered exhaust systems, famous for near-zero backpressure, from '60's Olds' and 'Vettes', into a catalog of replacement mufflers in a slew of different dimensions. We postulated, if we could convince Sal to replace a length of his straight pipes with a pair of Powersticks, Eric's name for his chambered mufflers, *everyone* might be happy. Hold Powersticks up to the light, and they appear wide open, but the dimples act as mini-chambers, each reducing the sound level a tad. Pass enough chambers, and you have something that can legitimately be called a muffler!

Sal bit the bullet (he wanted to stay

married). In about a half hour, a pair of 3" Powersticks were slammed in, with no other changes. We had measured the sound level before the 'Sticks went in, with the 'Sticks stuck in, the readings were 6db lower – in laymen's terms, half as loud. Still no stock Imperial, but a huge step towards passenger sanity.

Another use for Powersticks is as a resonator. Say you've got your Flowmasters, Dynomaxes, etc., all neatly installed, but you still need a bit less noise (or resonance). Most muscle-era A and B-body Mopars have a roughly two-foot length of dead-straight pipe at the rear, just forward of the exit turn-down or bright tips. Since the Powersticks, for any given size, are only slightly larger than the inlet/outlet pipe OD, they can, in most instances, be easily installed in this tight area.

And the beat goes on!





Sals' exhaust system, if you can call it that, was a hand made NASCAR-style setup. Wide open. And loud.



We hoped a pair of 3" Powersticks (they come in a wide variety of lengths and diameters), straight-through chambered mufflers from classicchambered.com, would reduce the noise to a tolerable level.



At 1,500 RPM, with the meter 4 feet from an outlet, we measured a loud 85 decibels. At WOT it was way louder. This was our baseline.

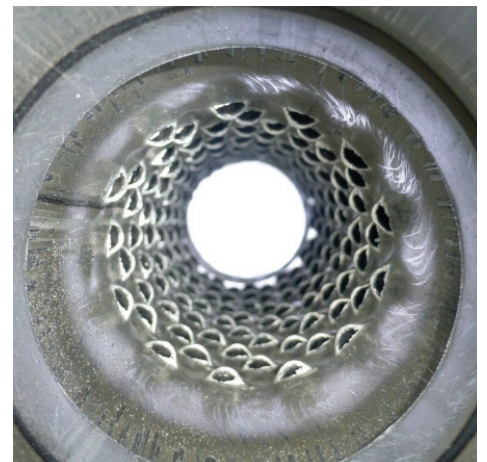


With a P'Stick stuck on, we lost 6dB. Noticeable in anyone's book.



I see you! Yes, Powersticks are truly straight through, and create zero measurable back-pressure.

Sal welded the 'Sticks in with the whole system dropped out, easy when your system is as basic as Sal's. You could do this in the car, you could also clamp them in or even secure 'em with sheet metal screws, the sleazo-O E-booger approach.




Another shot shows the micro-louvers, which contribute to the sound reduction.



A mock-up on another B-body showed that 'Sticks are slender enough to be installed as resonators, next to the fuel tank.



An installed view of one side of Sal's system. Do they work? Well, as of today, Sal is still married!

 SOURCE

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