



# news

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**Volume 32**

**Issue 9**

**September 2005**

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## Minutes of Meeting 25 August, 2005

The meeting was called to order by the president at 8:01. All officers were present except for Terry Morofsky, Jim Kuehne, Gary Kono (a.k.a. John Hansen), and Howard Renshaw. Turnout was a bit light, with only 29 members signing in and four cars in the parking lot; one member left before the meeting started, leaving only three!

**New Members/Guests:** The club welcomed Barry and Violeta Seib and their daughter Lisa, who were visiting the Bay Area from their home in Winnipeg, Manitoba, Canada, about 500 miles north of Minneapolis. Several years ago they bought a Pantera that they bought sight unseen out of Santa Rosa. Unfortunately the car needed much more work than the seller told them! PCNC is the closest chapter to Winnipeg, so they joined the club on the spot!

**Paul Graveline** is a friend of the Britschgis, and joined us at the tank tour. He drives a '68 Shelby GT-500, equipped with a 427 side-oiler.

**Changes To Last Month's Minutes:** The date for the Monterey Historics weekend was accidentally listed as being in September instead of August.

**Club Treasury Report:** Jim wasn't present but he passed along the facts to Roger Sharp. The club has plenty of money, especially because we haven't yet received our final bill from Los Laureles Lodge for our Monterey event, because their computer system went down.

**Club Store Report:** With both Gary and John absent, there was no report.

**Club Website Report:** Mark had nothing new to offer this month.

### **Past Events:**

**Tank Tour:** The owner of the museum spent a lot of time with us telling us how they machine parts from scratch to keep the tanks running. He said that buying a tank can be very cheap, on the order of \$5,000 or so, but restoration costs average \$200,000 each. He now has about 130 tanks that are up and running, with another 70 waiting in the wings for restoration. Some of the tanks are decorated with mannequins wearing uniforms and memorabilia, and all of them are 'concours correct'.

One room was completely filled with various tank engines, most of which are diesel-powered. The owner has six full-time mechanics plus some volunteers, including several veterans. He's very hands-on and participates in the restoration of each tank.

Every July 4th he has a big party; he sends the mechanics out to retrieve junked cars, then he sets them up in a field and blows them up and flattens them!

**Monterey Historics Races Weekend:** Several people had stories to share about their time in Monterey. Mark McWhinney camped at the track in his van, parking right above turn 10. He spotted an unknown Pantera parked in the lot right behind him, so he dug out a big De Tomaso flag and hung it from the windshield of his van. A few minutes later, Bruce Mallory came up and introduce himself. He had owned his Pantera since new and is a member of the San Diego club.

Roger did a fantastic job running the club's hospitality suite, but when the event was over, he had three 36-packs of beer left over, so they had to ride home with him in his Pantera's passenger seat!

See the full story elsewhere in this newsletter.

### **Upcoming Events:**

**Tour To The Gentry's — 22-23 October:** Bob Lucas is organizing a group drive down to the Gentry's home in Paso Robles. The plan is to meet at the club's traditional southern meeting spot (the parking lot of the McDonald's restaurant in Morgan Hill), then head south, stopping somewhere along the way for lunch, and then meeting at the Gentry's home late in the afternoon for a BBQ and pool party (so bring your swimsuit). The event hotel is reserving ten rooms for PCNC; you are responsible for calling and making your own reservations. Be advised that our event conflicts with some sort of California Highway Patrol convention that same weekend, so

be on your best behavior!

See the flyer elsewhere in this newsletter for all the details.

**PCNC Christmas Party:** Todd Glycer has taken on the responsibility of organizing this year's party, and is currently working on the plan. Stay tuned....

### **News, Clues and Rumors:**

**Bob Benson Pictured In Autoweek:** Bob Benson's mug appears in a recent issue of *Autoweek* magazine; he is seen peering intently at a Ferrari Enzo. Envious, perhaps?

**Bill's Pantera Making Progress:** Bill Santos shared a progress report on his Pantera, which is at Kirk Evans' shop in Ohio. All the sheetmetal was hammered back into shape, with no Bondo required, and the chassis was put on a frame machine and pulled straight again (it had been bent up in the middle slightly). If things continue at this pace, Bill should be able to get the car back in just a few months.

**Monterey Treasures:** Mike reported that in an obscure corner of a vendor booth at the Concorso Italiano, he found a folder filled with original Ford internal memos and documents relating to the Pantera program. Among the documents were a complete financial breakdown of the entire program, showing all the projected costs and profits, as well as numerous informational memos from district sales managers to the dealers regarding the Pantera marketing program. of course, he had to buy them!

**Peter Kovacs In the Bee:** Peter and his Pantera were featured in an article in a recent issue of the Modesto Bee. The article was very complimentary to both of them!

**Driving For Dinner Raffle:** And the winner was....

**Raffle Results:** Roger Sharp and Brett Santos once again passed the hat, with the following results:

- Removable crossmember — Mark Sanders
- Bag o' rags — Peter Kovacs
- Small zip ties — Ken Levin
- Large zip ties — Paul Graveline
- Windex — Paul Graveline
- WD-40 — Mark Tumbarello
- Voltmeter — Bob Benson

The meeting adjourned to the parking lot at 9:25.



# Membership News

## New Members for September:

**Barry & Violeta Seib** of Winnipeg in Manitoba, Canada. Barry & Violeta, along with daughter Lisa, just dropped in at our last meeting to see how things were going. They were in the neighborhood and had nothing else to do. They would have brought their Pantera but three people and some luggage kind of took up most of the space and that would have made it hard to read a map. Besides the Pantera, Barry has quite a collection of older motorcycles. The Pantera is a '72 Pre-L and Barry is mainly interested in the restoration of his car. Too bad Manitoba is such a long drive, otherwise we might be seeing him at a lot of our tech sessions. I am sure they will try to squeeze in a trip or two to Las Vegas as the Annual Fun Rally is one of the must see events for any Pantera owner. Welcome to the club, Barry & Violeta.

## September Membership Anniversaries:

We congratulate the following persons for the indicated years of continuous membership in the Pantera Club of Northern California:

**Ken & Darlene Levin:** thirty-two years

**Richard Agiorni:** eight years

**Debra Woumm:** seven years

**Steve Scheid:** five years

**Bill Charlton & David Charlton:** four years

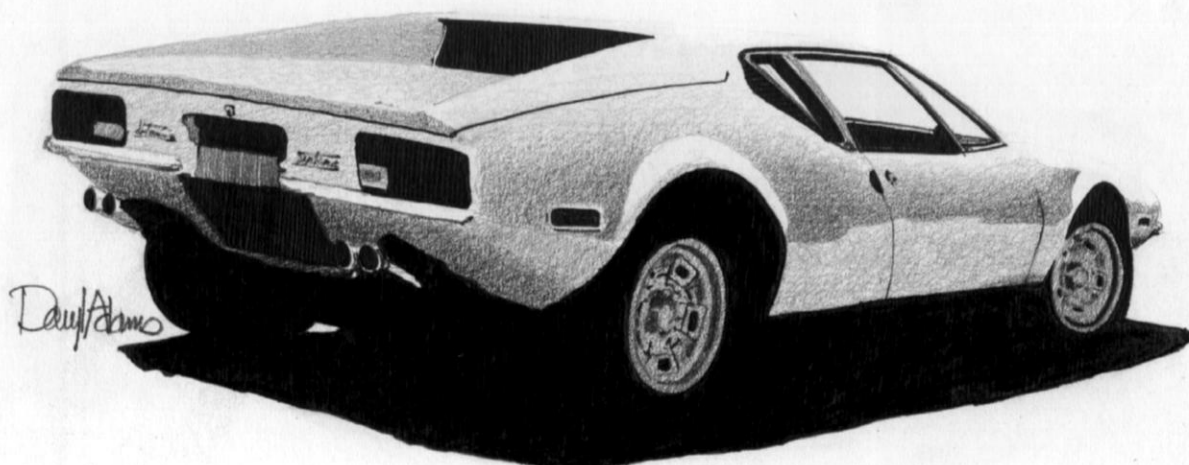
**Kaizer & Lori Albino:** four years

**Larry & Donna Finch:** four years

**Charles & Barbara Ward:** four years

**Ken Mollenauer & Shelly Monfort:** two years

**Peter & Katie Cajthaml:** one year



# Tanks and an Old Ford

*Story and Photos by Russ Britschgi*

We gathered at the corner of the Town & Country Shopping Center in Palo Alto just across the street from Stanford Stadium. It was Saturday morning on August 6, and by 9:30 a.m. we had quite an assembly of Panteras plus a Mangusta. Soon we were all on our way out to Portola Valley and up the hill to The Pony Tracks Ranch where Jacques Littlefield lives and keeps his collection of military vehicles. We stopped at the restoration shop and were met by the man himself.

Jacques is not much different than, say, Jack DeRyke in that both are engineers, both have a keen interest in learning about how machinery was designed and developed over the years, and both have more projects waiting to be finished than anyone could complete in a lifetime. But it is about there that they part ways. While most people would say that Jacques has way too much money to spend on his hobby — over 200 tanks and trucks, a crew of eight to help him with the restoration process, and more than two acres of buildings for storage, display and shop space — to hear him tell it, if he had some real money he would have a few military ships; you know, an aircraft carrier with a few F-14s on the Flight Deck, some subs, and perhaps a WW II battleship. But alas, he is relegated to just a few old tanks, which amounts to more armament than a good many nations.

Jacques was nice enough to show us around his shop and explain a few of the tactical blunders made along the way as the armies of the world moved into and through mechanization in the past 100 years. One example was that under the direction of Hitler himself, the Germans built some fantastic tanks, but the error was that the plan was to transport them to the front lines via train, use them in battle, and then transport them back to the factory for maintenance and repair. This may sound good because you save on training of field mechanics and the logistics of shipping parts and supplies. The blunder was he forgot about the allied air forces bombing the bridges. Thus a lot of tanks, not designed with field



*Jacques Littlefield led us on a fantastic tour of his collection of tanks and armored fighting vehicles*

repair in mind, became uselessly trapped far away from the repair shops. As Jacques indicated, it was a good thing that Hitler was in charge, because if there was anyone with brains running the show, we would have really been hurting.

After the shop tour we got a docent lead tour of the display barns. We started off with a couple of WW I vehicles, one of which was a French tank that mostly carried a small machine-gun. We moved from there through WW II, Korea, the Cold War, the first Gulf War, and right up to the present. There aren't too many people who have their own Scud Missile launcher complete with missile. We were assured that none of the weapons actually were in working order and that the Feds and all the other law enforcement agencies make sure of that.

However, the tanks are driveable, and if one of those T-62s were to bump into your Pantera, your pride and joy wouldn't be any different than an empty soda can on a freeway. As a matter of fact, Jacques does pick up a couple of cars off the back of one of the local used car lots around the Fourth of July, and after draining them of all their fluids and parking them in a field in full view of his assembled party guests, he does a little demo run with something in the 50 to 60 ton range.

After the tour was over, we all moved out and headed for the Little Store Restaurant only about a half-mile west of the Town of Woodside on Highway 84. A nice looking 1931 Model A Ford Tudor Sedan marks this little restaurant. This was a nice place to get a hamburger and shake, and after getting the cars all lined up in front, that was just what we did. Many thanks to Jacques for showing us around the shop and also to Diane Dean for organizing the whole event!



*Bob Benson and Diane Deat next to the Model A Tudor*

# Engine Overhulin'

*Story and Photos by Bob Benson*

I went over to Roger Sharp's house a couple of weeks ago to work on Curt Hall's car with Roger and Jim Kuehne. Roger was draining the water at 8:00 a.m. and we pushed the car into the garage and started removing engine covers, seat, alternator, decklid pins, driveshafts, etc. Jimmy showed up about an hour later and helped us remove the decklid and dove into the car. By 10:20 we had the engine out of the car. By 11:30 the transaxle was separated, the engine was on a stand and stripped down with only the crank and rods left.

Curt bought a set of closed-chamber heads, my Aussie manifold, new cam, headers, and a 735 Holley that Mark Tumbarello was rebuilding. It will also have a new 10-quart oil pan, new fuel pump



*Seemingly in no time, the engine and gearbox were coming out*



*Soon after the engine was out, Jim and Roger set to the task of dismantling it in preparation for a complete overhaul*

and few minor other things. Curt wants to have some more performance and as I talk to him more, I understand that he wants to have that loping cam sound that his car has needed.

It is great working with two master mechanics that seem to know all the little tricks involved with wrenching on De Tomaso cars. I hope to learn a few more things as this project progresses. The amount of knowledge that is stored up shows in how they effortlessly go about their work. It also makes the project go so much easier with an extra set of hands to

do some of the items. I spent almost four months reworking my car and some things needed to go slowly, but these guys could have knocked it out in a couple of weekends!

I returned the next weekend and brought my son with me to take advantage of the opportunity to show him an engine going back together. He asks me a million questions and this was a great opportunity for him to see it firsthand.

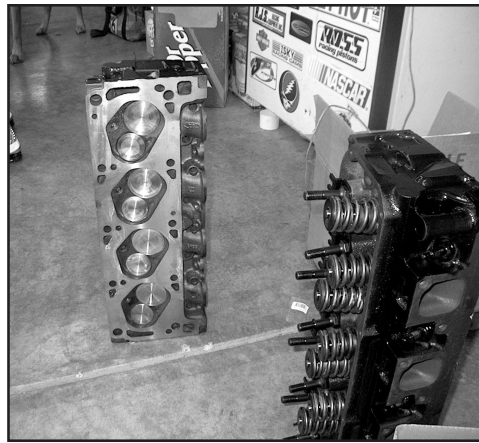
We arrived at Roger's a little before 9:00 a.m. and they



*The pile of parts heading for the trash includes the cylinder heads, cam, flywheel, exhaust, and oil pan.*

had already tried to put the cam in and it would not spin. A closer examination showed #2 cam bearing had separated. Roger was on the phone trying to get a set of bearings for a 72 Torino 351C, as that is what the parts guys can have listed in their books. I tried my engine builder and he told me Gromm Racing had them on the shelf, but Gromm did not get in until 10:00 a.m.

We finally decided I would go and hope he was there. I



*The new heads are closed-chamber*



*Jim and Roger showed my son a few tips and tricks for installing the cylinder heads and valve train, and then he got to do some himself*

showed up just before 10:00 a.m. and he was working on a set of heads for a Chevy. He double-checked the numbers on the bearings he had in stock (heavy duty type) which cost a little more but are much better than stock, and a lot better than not having any bearings at all! I was off on my way to Roger's and back about 10:20 a.m.

They had the block loaded in Jimmy's truck and off we went to Rogers machinist's shop so we could use his cam tool. They knocked out the old and installed the new bearings and back to Roger's to finish assembly.

My son was able to help with the heads, lifters and a few rocker arms. We had an event that night so Jimmy and Roger stayed and worked a while longer.

Roger finished things up on Sunday and called me Monday to let me know we would

install the engine the next Saturday.

So the next Saturday off to Roger's again, where we played with the throttle bracket and finally made a new one since the Aussie intake is so high (I kept the old one I had for my new engine).

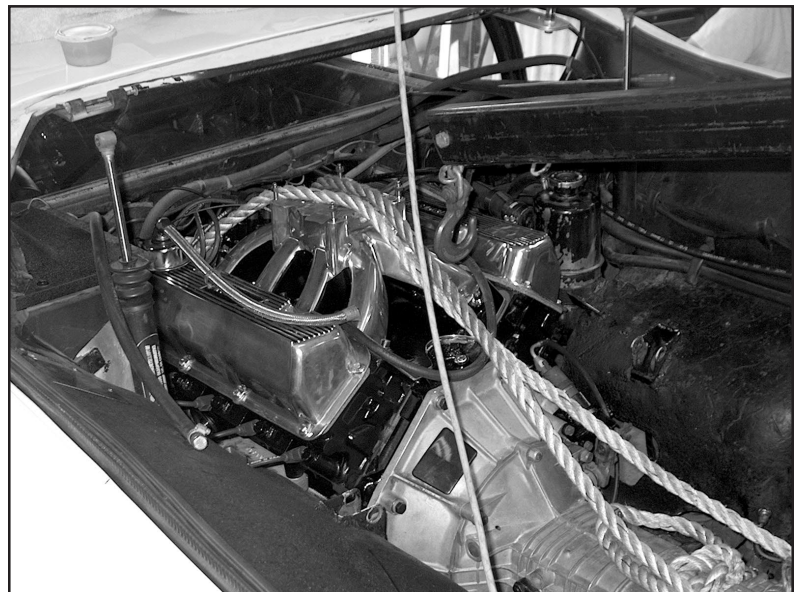
Jimmy and Roger worked on the distributor wiring, starter (which needed modification) and a few other details. We gunked and cleaned the engine bay to get most of the dirt and grime off. Curt wants to scrape the engine bay eventually but that will come in time.

I changed the heater hoses and tried to blow out the lines but they were full of muck. Roger told Curt to leave the valves turned off or he would fill the system with all that muck.

We installed the engine and trans-axle just before 1:00 p.m. I again had something else I needed to do with my wife that afternoon so I left at 2:00 p.m. They were working on the driveshafts, alternator, and exhaust when I left. I don't know if it was running by days end, but I presume it all worked out.

We all have commitments next weekend so hopefully it is sorted and running, but we will follow through to make sure that everything is nice and tight and working correctly before Curt picks up the car and brings it back to his home in Modesto.

Thanks to Roger and Jim for making Curt's engine overhaul so smooth and effortless!



*By late afternoon the engine was in; soon Curt will be back on the road!*

# Top Ten Reasons *Not* To Marry A Car Chick

by Katherine Helmetag

I get it every time. "I wish my girlfriend/wife/significant other was like you!" No. You don't. I am a car chick, and you don't want to be attached to a car chick. You want to run. Far, far away. And I am going to tell you why it sucks to be married to me.

First and foremost, it is because I am a girl and I know about cars. I know about driving, fast *and* twisty. And I might know more about cars and driving than you do. You don't want to live with that, trust me. You have no idea how fast that is going to get old.

Second. Don't tell me what car to get. I can figure that out for myself, thank you. I'm probably going to tell you what car you should get. I'm going to not only tell you what chassis to buy, but what motor and transmission to put in it. And if you don't agree with me and decide to buy something else, I'll give you crap about it until you are ready to get rid of it. I won't work on it and I won't wash it. You can pick the colors, though. I'll live with that. And if you decide that you need to tell me what to buy, go talk to your mom instead. She probably needs your help.

Third. Oh my gosh, oh my gosh, oh my gosh, thank you, honey! What an incredible surprise! I knew you loved me! That turbo kit you found on eBay? The one you bought and didn't tell me about? Well, it fits my car too. And since it arrived while you were away on a business trip and I had no way of knowing whose car it was for, I already have it installed. On my car. I love you!

Fourth. I'm female. Females like to shop. Not all for the same things, though. You'll be sorry about that when instead of replacing my worn out old clothes, I'm more interested in a new intercooler or exhaust. When everything I own is covered with grease and oil stains and looks like it spent a week in the gearbox (including that cute Puma tee you got me), you are going to hate it that I don't shop for clothes. You're going to wish I shopped for clothes. Yeah, I like those MissSixty jeans, but the only fabric I'm interested in spending money on is the Alcantara I'm going to redo my interior with. Costs more, too.

Fifth. I know how to fold a map. You don't. You are a lesser being.

Sixth. Your friends all want to hang out with me. At first, this is cool for you. You can bring me along to a meet or a garage day and I don't get all weirded-out. I can even lend a hand where needed. Eventually the guys realize that I know what I am talking about and I become an equal. And then they remember I am a girl. And now I'm cooler than you.

Seven. Speaking of maps, you had better be a good

navigator. This is one that you can't win. If you suck at navigating, I'll be cranky because I have to navigate and can't drive. If you're great at navigating, you won't get to drive. In fact, I might drive and navigate at the same time if you're really that bad. Then I will be happy and cranky at the same time and probably ignore you since you're pretty much superfluous.

Eight. My toolbox is my toolbox. It is a fancy rollaway stacker filled with nice stuff. I do not skimp on tools. I don't care if you do, but I had better not catch you pilfering my stuff when yours breaks. I not only have nice tools, I know how to use each and every one of them. I will use each and every one of them on my car and any other car I deem worthy. Sometimes I won't, which will probably be when I am fixing your car. No tool is no excuse for not working/repairing/etc. If I can do it with my bare hands, you had better be able to. Otherwise, you are going to get owned by a girl.

Nine. My car is my car. It's not your car. Ask first. And put the seat back. And the mirrors... And the radio station... And if there's a ding on it, be prepared to pay up.

Ten. You love me for being a car chick, and you hate yourself for putting up with it. If you do manage to put up with it (glutton for punishment, you are), you are going to wonder why all your friends don't find car chicks of their own. Mostly so they will leave me alone. Let's face it, I get more attention than you or your car does no matter where we go. Even worse, I go away sometimes just to do car things with car guys. I will probably have a guy as a co-driver, too. I behave myself when I'm away, but you have no way of knowing that. You are just going to have to trust me.

If these aren't enough reasons to run away from a car chick, I can keep going. I have tons more. Of course, if you decide you are man enough to date that car chick or even marry her, I wish you all the luck in the world. You're going to need it.

Thanks to the unnamed guys who contributed to his....





# ***JOURNEY TO THE GENTRY'S***

**WHEN:** Sat & Sun, October 22 & 23, 2005

**WHERE:** Meet Sat, Oct 22nd, 9:00 am, McDonalds, 17025 Condit Rd, Morgan Hill (this is the usual Las Vegas departure site). EAST DUNNE AVE EXIT off HWY 101.

We will depart shortly after meeting time of 9:00. Please be on time. PLEASE arrive earlier if you plan to eat breakfast.

**WHAT:** We will arrive in the Paso Robles area mid-afternoon AFTER stops at wineries & lunching along our travel path.

We will proceed to Gentry's Ranch for a BBQ dinner & tours of their ranch.

**LODGING:** A block of 10 rooms is reserved for PCNC members for Sat, evening, Oct 22nd. You are responsible for phoning in your own reservation at:

Town House Motel  
2749 Spring Street  
Paso Robles, CA

TELEPHONE: (805) 238-2080 (Identify yourself as being from the Pantera Club)

Make your reservations promptly as there are multiple events in Paso Robles on this weekend.

**SUN, OCT 23:** Sleep ing in or whatever; Wilson's Restaurant is across from Town House Motel for breakfast.

Departure time is 10:00 am. We will visit Paso Robles wineries prior to lunching at a restaurant along the trip route home in the afternoon.

**WHO:** Participation is limited to PCNC members only.

**THIS IS NOT A PCNC/POCA-SPONSORED EVENT**

# NEXT CLUB MEETING

**THURSDAY, September 29, 2005  
8:00 P.M.**

**COCO'S RESTAURANT  
1209 OAKMEAD PARKWAY  
SUNNYVALE, CA  
(Take Lawrence Expressway South Exit off Highway 101)**

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## UPCOMING CLUB EVENTS

October 22 \_\_\_\_\_ Tour To The Gentry's (Bob Benson)

December TBA \_\_\_\_\_ PCNC Christmas Party (Todd Glycer)

**REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH**

**[www.PanteraClubNorCal.com](http://www.PanteraClubNorCal.com)**



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