



# news

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## Minutes of Meeting 25 January, 2007

The meeting was called to order by the president at 8:05 p.m.; he made a point of announcing that *he* was ready to go promptly at 8:00 p.m.! All officers were present except for the Renshaws, John Hansen and Mark McWhinney. There were 40 members and eight De Tomaso cars present.

**New Members/Guests:** The club welcomed **Greg Taylor**, who just bought a basket case Man-gusta that had been sitting outside under a car port in Oakland for some 25 years. The previous owner apparently did obscene things to the car, which will make the restoration even more challenging, but his goal is to finish it in two years.

Also in the crowd was **Nick Jenkins** from Danville, driving a blue Pre-L Pantera #3535 that his father purchased new.

**Changes To Last Month's Minutes:** Contrary to what was reported, the elections didn't take place at the November meeting, and instead were held at tonight's meeting. Also, Randy Welch helped Gary Kono write the story on the tour to the Gentrys.

**Club Treasury Report:** The treasury is still healthy, and Jim was quite busy over the holidays, with lots of money going into and out of our account.

**Club Store Report:** Gary gave a report on John's behalf, and announced that he is moving forward with a woman's sweatshirt (which looks like a cardigan, but made of typical cotton sweatshirt material). John needs to know the names of the individuals who won clothing items at the PCNC Christmas Party, because he is about to turn in an order to the manufacturer and wants to include those items with our order—please contact John if you were one of the lucky winners.

John is also considering a fleece-lined vest. He is busy scanning and cleaning up some artwork for potential new store items.

John is looking for a local person to act as a regional distributor and to keep some store inventory. In fact, he would be willing to give up the club store position to somebody more local, should anyone express any interest. Please contact John if you are able and willing to help in any way.

**Club Membership Report:** Russ circulated a draft copy of the 2007 PCNC roster, asking that people look at their own information (as well as that of other people) and make the necessary corrections. We currently have only 137 people listed, as opposed to the 150 people last year, but this is due entirely to the formation of a new POCA chapter in the Pacific Northwest. We had numerous members who lived in the Washington/Oregon area, and it is perfectly reasonable for them to switch their allegiance to a club which is more local to them.

### **Past Events:**

**Christmas Party:** Diane spoke briefly about the party; turnout was terrific, and the raffle was fantastic. Virtually everybody won at least one prize, and the Liebenows won a ton of stuff! The grand prize was a trip to Hawaii, which was won by Barry Hosier's mother. The hotel comped all the wine on the tables, as well as the hors d'oeuvres. Todd Glycer rented a suite in the hotel, and following the party, many people migrated up there for a big bull session.

Roger then discussed the club raffle. His goal was to make enough money throughout the year to be able to give a \$1500 travel voucher. Having done so, the raffle basically broke even. Club members donated many items throughout the year, as well as our Pantera vendors, and this year, Meguiar's (the car care product people) was especially generous. Roger wrote appropriate thank-you letters to everyone who donated.

Several people missed the party and thus hadn't received their awards plaques, so Mike Drew and Mark McWhinney were presented with plaques for helping to stage the track event, and Peter Kovacs accepted the dubious Antonio Bondo award.

### **Upcoming Events:**

**TPOC Track Event At Willow Springs — 3-4 March:** Team Pantera of Orange County will again be hosting a two-day track event at Willow Springs in Rosamond, CA (in the high desert north and east of Los Angeles). There will be four different run groups, designed to accommodate everybody from raw beginners to experienced racers. This event always sells out, but as of now there are still openings available.

**Las Vegas Fun Rally — 25-29 April:** The announcement flyer for the track event has been printed in the POCA newsletter, and all the final arrangements have been made. Pahrump hotels are filling up (and are probably full now) because of a big off-road race being held in the area that weekend. The website has been fully updated, and people are registering already.

**Club Business:**

**PCNC Election:** Russ Britschgi passed out ballots for the election which was to have been held in November. Final results weren't available right away, but as all the candidates were running unopposed, the early results and exit polls looked fairly promising for each of them!

**Buy/Sell/Swap:**

**Wally Wyss Book:** Chuck Melton had a reprint of the first (1980) edition of De Tomaso Automobiles by Wally Wyss for sale.

**New De Tomaso Racing Book:** Mike Drew is the US distributor for a comprehensive collection of photos of racing De Tomaso automobiles. He brought several copies for sale; the cover price is \$99 but the POCA member discount price is \$80. See the flyer elsewhere in this newsletter.

**New Gr4 Taillights:** Larry Finch has become the ultimate Gr4 taillight scrounger, and recently he unearthed a pair of brand new, never-used lights, which he is offering for sale for \$550. He has a pair that is slightly less excellent for \$500 also.

**Rubber Headlight Bumpers:** Curt Hall had several sets of rubber bumpers which are used on the body under the headlight buckets. They cost \$5 a set.

**News, Clues and Rumors:**

**Note From Jane Bartole:** Diane read a note from Jane Bartole to the club. She has suffered from ill health lately, after an infection developed following knee surgery. She had a subsequent operation, and is now healing nicely.

**Photos Needed:** Judy DeRyke will be writing the blurb for POCA in the Concorso Italiano program, but has no good, recent photos of the event, so she asks that anybody with program-worthy photos send them to her.

**Barrett-Jackson Madness:** Chuck Melton went to Arizona to attend the B-J auctions. One Pantera, a yellow Pre-L #3131 in only fair condition, with weird vent holes in the front hood, but otherwise unremarkable, sold for \$45K (the buyer paid \$50K after all the fees etc.) Another Pantera, a red '74, again nothing special, with a bit of rust, was also auctioned off, but the selling price was unknown.

**Peter's Adventure:** Peter gave a first-hand retelling of his ice-skating adventure in his Pantera that won him the Antonio Bondo award. Russ piped up that the bump he received on the back of the head was God smacking him!

**Markus Woehler's Aviation Adventures:** PCNC member Markus Woehler, normally a resident of Monterey, sent his regards to the club. After retiring from the Navy, he grew restless and managed to find a job flying as a civilian contractor for the military, flying observation planes in Macedonia! His contract will enable him to return to California frequently, but unfortunately he will miss the Las Vegas event. His Pantera motor has a leaking main seal, but once that is sorted out, he hopes that it will become a turn-key proposition and he can participate with us more frequently.

**Public Thanks:** Mark Tumbarello offered thanks to Bob Benson for hauling his Pantera all the way to Modesto after he blew a head gasket on the way home from the PCNC meeting in November. The motor is now out of the car, and work is underway!

**Driving For Dinner Raffle:** The winner was Rich Taylor.

**Raffle Results:**

Parts Grabber — David Van Deren  
ZF Drain Plug Tool — Brett Santos  
1/43 Pantera GTS model — Linda Welch  
3/8 inch drill — Garth Rodericks  
Chocolates — Trevor Fougere  
Paint-by-numbers oil drip pan — Mark Tumbarello  
Eastwood \$25 gift certificate — Bob Benson  
Electric Toothbrush — Steve Liebenow  
Redline oil funnel/hat — Bob Lucas  
Meguiar's Quick Detailer — Curt Hall  
Prestone De-Icing fluid — Steve Liebenow (second month in a row)  
Armor-All — Linda Welch

The meeting adjourned to the parking lot at 9:20 p.m.

## *Panteras For Sale*



*1972 Pantera pre-L, solid driver, no rust, needs some work*



*1974 Pantera GTS, restored, excellent condition, needs axles/bearings only*

*Both cars are located at Speciality Sales in Benecia ([www.specialitysales.com](http://www.specialitysales.com)).  
For a full in-depth review of these cars, contact Mike Drew at [MikeLDrew@aol.com](mailto:MikeLDrew@aol.com)*

# Membership News

## New Members for February:

**Dennis & Mary Ann Antenucci** of Fountain Valley: Dennis and Mary Ann's relations with PCNC go back a long way from the time they were living in San Francisco. They maintained their affiliation with PCNC for many years after relocating in Southern California, but since POCA cannot handle members who wish to be in two chapters at the same time, they got shuffled off to one of the So. Cal. chapters. It's great to have you back as PCNC members again.

**Mario Sousa** of San Jose: Mario does not yet own a Pantera, but we can't hold that against him. He works at Valaya Racing which holds occasional performance car shows for Shelbys, Vipers, etc., mostly in track ready condition. These are the kinds of shows for the more outrageous and track prepared Panteras of the likes of Bob Benson, Darryl Johnson, Dennis Antenucci and Larry Stock. Big engine racing is in Mario's blood. Just the type of person to fit into our chapter.

**Diane Silven & Greg Taylor** of Burlingame: Greg was at our club meeting in January and also owns a Mangusta in a basket, or make that several baskets, boxes and bins. He has had the car for a couple of years and now is really into getting it together. He figures two more years for tracking down the missing parts, assembling, and painting should do it. I figure if he works with the same kind of enthusiasm about the car as he showed at the meeting, the job should be done in 6 weeks. Glad to have you aboard Greg, and next meeting bring Diane.

## February Membership Anniversaries:

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

**Kay Schwartz & Doug Abadi:** seventeen years

**Roger Whiting:** nine years

**Lyn Murray & James Dursi:** seventeen years

**John & Merv Bentley:** seven years

**Michael & Roxanne Fertitta:** fourteen years

**Dennis Turrin:** seven years

**Larry & Dee Dee Laino:** thirteen years

**Hans Schulz:** two years

## New Membership Rosters:

The 2007 Membership Roster was printed in time for distribution at the Super Bowl Party. At that time I handed out 35 copies to club members. The remaining 104 members should have received their copy with this mailing of the newsletter. If you are a full club member and have not gotten your new roster, please let me know. I am Russ Britschgi, your friendly Membership Coordinator, and can be reached by mail, phone or e-mail at 143 Carlyn Avenue, Campbell, CA 95008 or 408/866-1677, or <RnDBrit@earthlink.net >.

# How I Lost 200 Pounds And Gained 200 Horsepower

*Story by Doug Abadie  
Photos by Kay Schwartz*

## *History*

This is part Deux of the article covering pulling my engine/transaxle to prepare for the installation of my 418 cubic inch, all-aluminum Donovan/Chevrolet engine. This engine was originally in my '86 Corvette that I destroyed by accidentally going off Redwood Road and down a 300 ft. cliff.

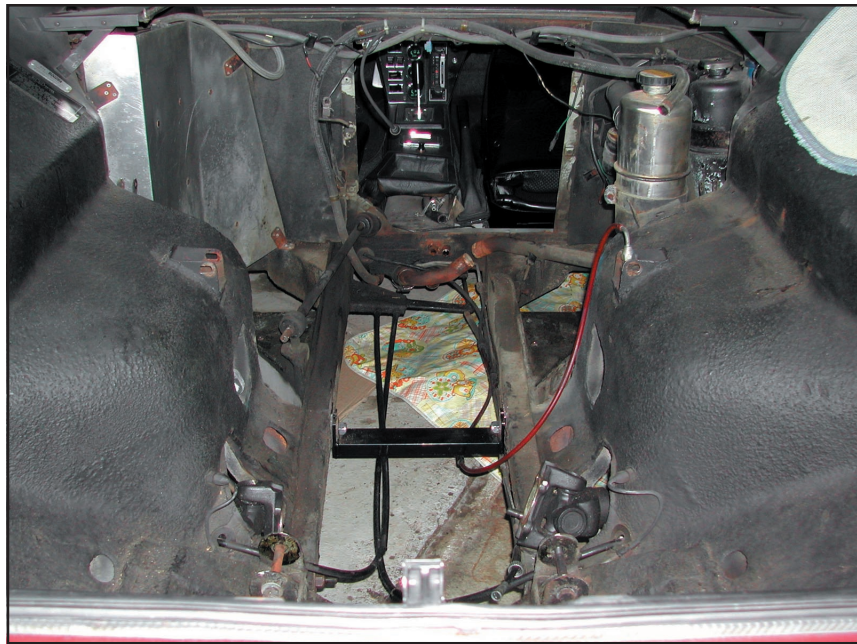
The engine was built in the '90s by Park Performance of Milpitas, and had all the right stuff:

- Σ Donovan 400 aluminum block w/liners, five four-bolt caps, trued and linebored, for stroker crank
- Σ Air Flow Research ported heads w/2.05 intake and 1.60 exhaust valves, Crane roller rockers and springs
- Σ Crane roller cam w/hydraulic roller lifters
- Σ Callies stroker internally balanced stroker crank
- Σ Carrillo rods
- Σ Diamond pistons, 10:1, skirt coated for reduced friction, and faces for improved heat transfer.

and etc. and so forth.

## *Engine redo*

To install this engine into my 1972 Pantera, I went Old School, converting to carburetion from fuel injection. The reasons are many. Even though I had some experience modifying my '86



*Once the Ford 351C was removed, I spent several weeks cleaning up the engine bay in preparation for the Donovan transplant*

Corvette injection (changing everything: throttle body, plenum, base manifold, injectors, fuel pressure, chip, etc.), I did not want to go down that road since I was changing the fitment, parameters, and changing the motor internally with a different cam. I would have had to adapt the fuel injection system to run an aftermarket computer, reprogram the chip, replace the base manifold and plenum with individual stacks and cut my deck lid. Besides the costs, tuning the system would be beyond my mechanical abilities and desire. Also, I like the idea of traditional carbs on a Hot Rod Chevy motor.

Much research went into selecting the combination of parts to replace the fuel injection system. The target power range was from 2500 rpm to 6000 rpm w/redline of 6500 rpm. Crane supplied the sportier hydraulic cam and lifters,

as well as fresh springs. A Barry Grant Demon 750 vacuum secondary carburetor on an Edelbrock Air Gap manifold went on the freshened heads. Performance Distributors' Davis Unified Ignitions provides the spark (even though it's on the wrong end of the motor).

This new package was assembled, tuned and Dynoed by Hasselgren Engines in Berkeley. They do the dominant engines for the Formula Atlantic series and are on factory contracts for the Pontiac race program.

## *Preparation*

To get the naked Pantera engine bay (see previous article) ready for the Donovan motor, I took the opportunity to remove the air conditioning unit completely. I gave it to Jim Kuehne for one of his projects. Out came the

lines, and all electrical wiring was re-routed under the car as Mike Drew suggested. This cleaned up the area considerably.

Jim had cut out the crossmember with his deadly Sawzall, and in went the bolt-in replacement from Larry Stock's Pantera Parts Connection of Reno.

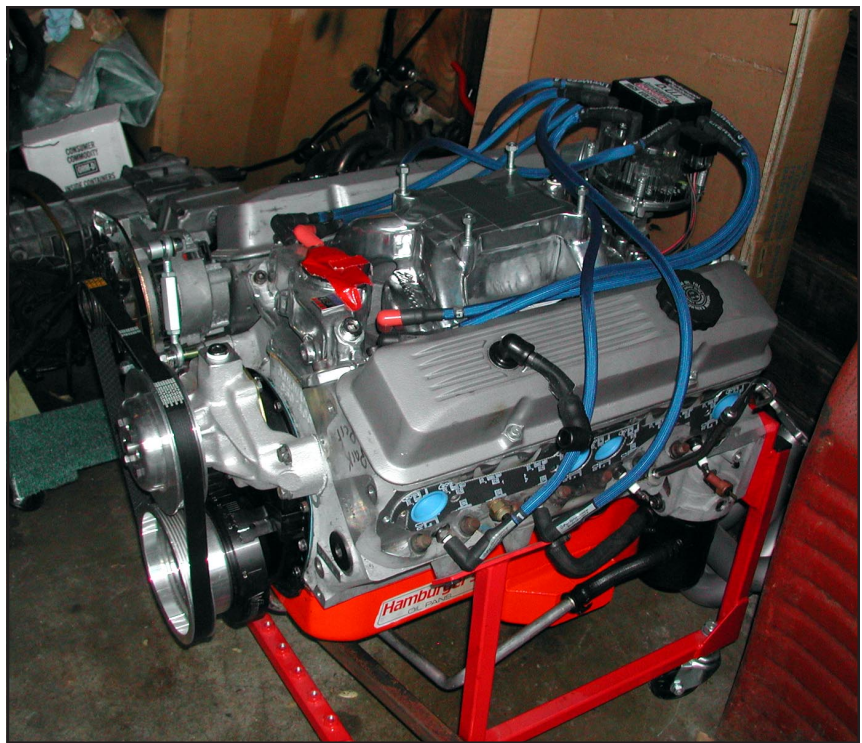
Next, a complete fabrication of bracketry was necessary for the alternator since the Chevy water pump exits on the passenger side. (Everything on the Pantera/Ford is the opposite of Corvette/Chevrolet).

I took this opportunity to install a roll bar inside since my trip off a cliff had taught me its value.

### *Engine/ZF install*

The engine wasn't back from Hasselgren in time to put it in on the day we removed the 351C, giving me time to prep the car anyway. Scheduling for the installation was up in the air for some time, eventually happening in January.

The ace team of Roger Sharp and Jim Kuehne arrived and hit the ground ready to work. What Heroes these guys are! They have a choreographed routine complete with special tools, belts, and ratchets. Their knowledge base enables them to quickly set-up and then



*The freshened Donovan 418-inch all-aluminum Chevy smallblock, ready for installation between the Pantera's frame rails*

adapt to any variation or problem encountered. In my case the beautiful adjustable billet throwout bearing need to be "adjusted".

I had bought a "cherry picker" which made mating the engine to the transaxle easier.

If you haven't been around the

hoisting of the combination of an engine and ZF transaxle above your precious Pantera then you can't imagine the anxiety such a sight inspires. These guys were all over the yawning bay, and inside, too.

I had marked the Cleveland position before removing it and a centerline had been established as well as height. We used a piece of 1 inch steel square tube that Jim precisely cut freehand with a power saw to hold the motor in place, temporarily.

A quick lunch and the Roger and Jim were on the road with a Heigh-oh-Silverado.

### *A few loose ends*

Progressive Motor Mounts (everyone is "progressive" these days) made some generic pedestal mounts for Chevys that get cut to length. I made a cardboard template that used the bolt pattern from the stock mount positions that over hung the frame for the additional 1 1/2 inches. This is forward of the Ford original location. My friend Dennis "the genius fabricator" cut and tacked the Progressive mounts to 3/8" thick steel plates cut to my template. A few trips for final fitting, produced a



*Jim carefully adjusted my throwout bearing with shims, for perfect operation*

mount that looks like it could support a battleship. (Pics of mounts). With the cherry picker and my motorcycle tie-down strap under the manifold, the temporary steel tube was removed and the engine settled on its new mounts. Nooo problem! Thanks also, to Kirk Evans (who did a Chevy-powered Pantera back in the day) for some photos and ideas.

Now Dennis is modifying some Hedman Headers to fit and mate the Mind Train exhausts that Jim Kuehne traded me for my coated GTS headers plus the billet bottle holder from Pantera Performance. The water bottle relocation is necessary because the Chevy headers stick out straight to the side



*With skills borne of experience, Roger and Jim helped lower the engine/gear-box into the engine bay*



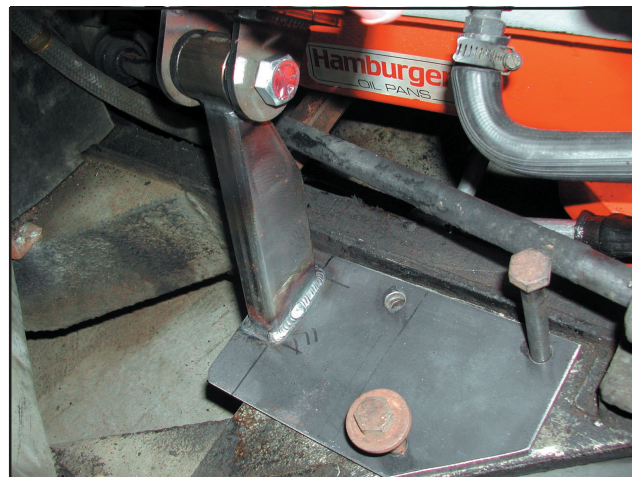
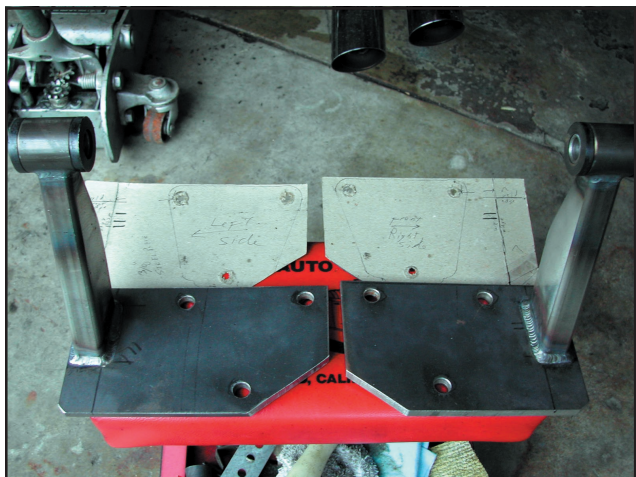
*Nicely nestled in place, ready for some fabrication work!*

rather than dropping down as on the Cleveland.

Mark Savage, who owns a Pantera and is a member of PCNC, works at Vic Hubbard's in Hayward. He has been a terrific resource for this project, providing ideas, time, and massive parts discounts. So, I have colorful Aeroquip fittings for the plumbing to give this car a show look.

### *Next*

I have owned this '72 Pantera for nearly two decades and love it. The look, feel, sound and technology make this the ideal car for this iconoclastic project. Although it has taken quite awhile to get going, momentum has built and the project is nearly finished. I'll let you know when it is on the road and tested!



*Off-the-shelf hot rod motor mounts were grafted to thick steel plates, which resulted in a perfect fit!*



# PCNC Superbowl Party

*Story by Chuck Melton*

*Photos by Mike Drew and Chuck Melton*

The PCNC 2007 Superbowl Party was hosted by our very active members Pam and Roger Sharp at their estate near Morgan Hill. While much of the US endured heavy snow and subzero weather, attendees were forced to tolerate yet another beautiful clear day.

There were at least 17 De Tomosos present and perhaps 50 or 60 people here to enjoy a fine BBQ and potluck buffet. This traditional event includes a Tech Session, although we try to keep the tasks more on the quick-and-easy end of the spectrum, just for this event. Guests wandered around enjoying the car repair activities, bench racing, and



*The beautiful weather brought lots of De Tomosos out of their garages*



*Mike Drew and Kirk Evans drove Mike's Pantera over 200 miles on the way to the party; later Kirk thought 'inside the box' as he welded new seat rail mounting nuts to the custom floorboards*



*Steve Dalcino, Gary Choate, Randy Welch and Jack DeRyke contemplate the installation of a new fuel sender in Brian and Kathy Gentry's Pantera*

watching the kids race remote controlled cars outside, or inside watching events unfold in the various TV rooms, and touring the buffet.

I tend to spend more time outside, but I did watch much of the game, motivated by how my squares in the pool were relating to the current score of the game. I noticed some people didn't actually view *any* of the game, between two 'ani-

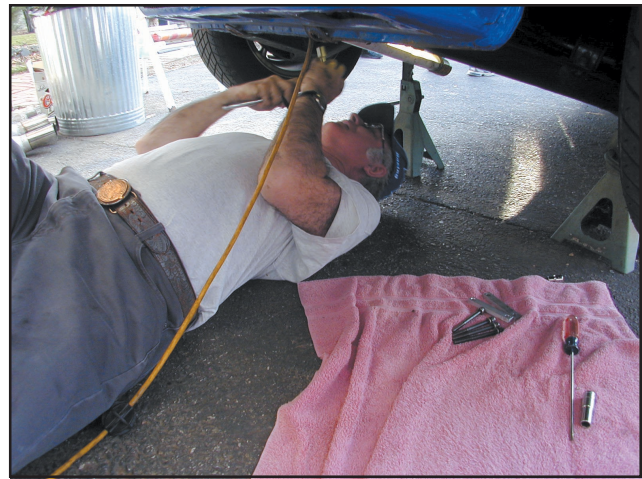
mal' teams, horses and bears. One of those "Car Guys" was Mike Drew.

Choosing to prove the rumor true that his Pantera is road functional, but far from complete, Mike arrived in his Pantera, moving under its own power, and driven by Kirk Evans (AmeriSport, Ohio). Leave it to Mike to have someone travel more than 1,000 miles to work on, and then drive his car. Not to be on the sidelines during the Tech Session, Mike had the seat mounts welded. (At Roger's house, welding qualifies as quick and easy!)

When aftermarket gauges are installed, adjustments or calibration to the



*Marcus Smith adjusted his shocks, and installed factory-style spacers to alter his pre-L Pantera's steering geometry to the later, better L-model standard*



*Jack DeRyke normally prefers to socialize at such affairs, but in this case he was happy to make an exception, and here he sets to working on Marcus's car with him*

fuel sender are required, and in this case several people stepped forward to perform this task on the Gentry's car.

Marcus Smith arrived in his new/old Pantera. Marcus owned this car, but sold it many years ago. Naturally regretting this, he located the car and bought it back from the gentleman he had sold it to over ten years earlier. Marcus wanted to check one of his Koni shocks, suspecting that it might be frozen. After some testing, the group consensus was that he should first try adjusting the stiffness setting (as Marcus believed it was set to the maximum), before buying new shocks. Apparently this task also qualifies as quick and easy! So off come all four shocks. Koni shocks are adjustable, but to do so, one must remove them from the car,

compress them and then turn the top part. There are about five full turns lock-to-lock.

While Marcus was attending to this task, Jack DeRyke rolled under the front end to install a Bump Steer rack relocation kit. It is worthy to note that both Mike and Marcus live more than 100 miles away, and Jack now resides in Nevada, so people are willing to travel some distances to participate.

Besides the festivities, the PCNC board took the opportunity to hold a meeting to discuss the events that will



*Gary Kono led the PCNC Board meeting*

fill the PCNC calendar for the next 12 months.

Our thanks go out to the Sharps for once again playing host to the group, and putting on a wonderful party!



*Russ and Doris Britschgi and Kathy Gentry partake of the buffet (only a small portion of which is pictured here), while outside Todd Glycer attends to the BBQ duties and whips up another fresh batch of hot links*



# DE TOMASO

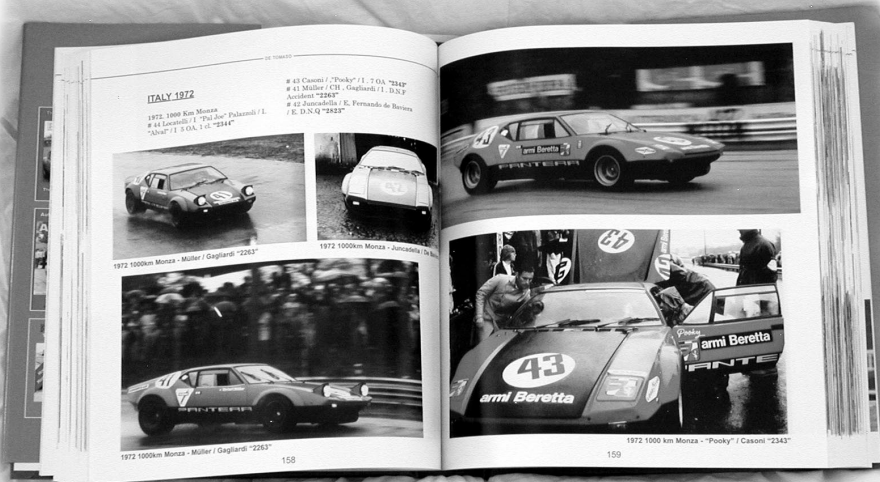
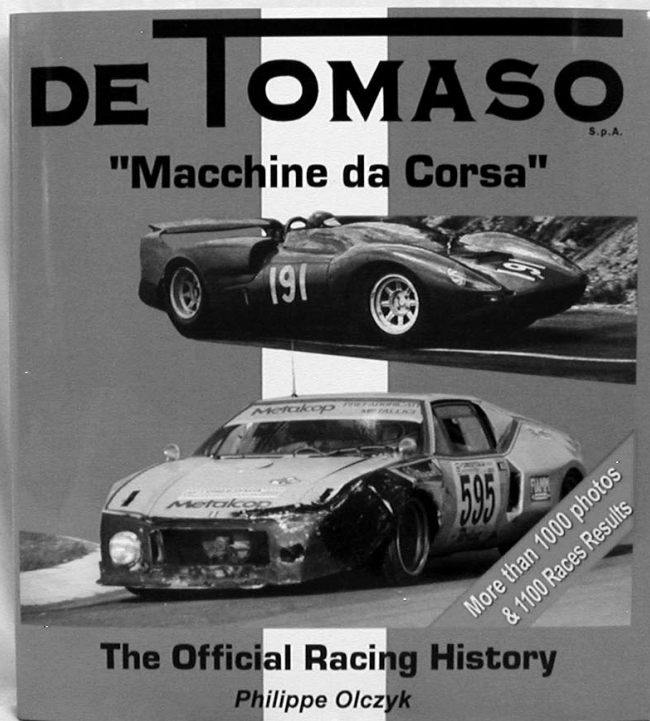
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# NEXT CLUB MEETING

**THURSDAY, February 22, 2007  
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

No upcoming events????

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

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



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