

# news

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

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## Minutes of Meeting 28 June, 2007

The meeting was called to order by the president at 8:02 p.m. All officers were present except for Jim Kuehne, Larry Finch and Mike Drew (with Steve Liebenow ably filling in to take notes for the meeting minutes). There were 31 members and guests present, and nine De Tomaso cars in the parking lot.

**New Members/Guests:** The club welcomed **Paul Bowden**, a member since last November, who owns a beautiful brown '71 Pantera with twin superchargers, formerly owned by Rod Pack. Paul recently moved to the Bay Area from Sacramento; he brought his buddy **Hector**, visiting from Texas.

**Rob McMullen** bought his red '73 Pantera #5781 about ten years ago in Los Angeles, and drove

it home to Texas whereupon it promptly blew the motor. He was one of the first people to blaze the Windsor engine trail, and spent a long time making the various bits and bobs needed to stuff a 351W-based engine into the Pantera. He has recently moved to Palo Alto, and is working the bugs out and getting some miles on the car at last.

The club also welcomed back long-ago members **Mike and Pat Gianakis**. They have a green '73 Pantera L #5017, and were members of PCNC until about 13 years ago. The car has sat dormant for some time, but they recently got the fever again. Unfortunately, when hoping to drive the car to the meeting, the clutch slave cylinder blew up, so they had to take a daily driver instead.

It was truly a family affair, as their daughter **Lisa Huening** also came to the meeting with her son **Garrett**, behind the wheel of her own '74 Pantera GTS (a US model), #6933. This car is



achingly perfect and original, right down to the original Arriva tires, and is a model for future restorers. Lisa was previously a PCNC member about 15 years ago.

**Cal Eustaquio** has returned to California after a long exile in Michigan where he went to law school. His '72 Pantera has been up on blocks at his old home in San Luis Obispo, but once he gets settled in the Bay Area, it

will come north for good. He is currently living in Salinas.

**Changes To Last Month's Minutes:** Diane Silven's name was misspelled twice. Also, Elliott Kushner sent a report refuting the story about his personal belongings being scattered about the road while on his Silver State run, saying that it was categorically untrue. On behalf of the club Gary issued an apology, while others were then inspired to ask, "Well, then why did he stop?!"

**Club Treasury Report:** As there was no treasurer present, there was no treasurer's report. We can presume that the club's financial affairs are in good order.

**Club Store Report:** Rich Boschert brought a few club store items to sell, but he has an extensive inventory at home. Please let him know if you have any specific requests.

**Club Website Report:** Mark McWhinney launched a new website today for cellphone-based web access. It incorporates data from Bill Taylor's extensive Gearhead Database, as well as Pantera vendor telephone numbers for emergencies while out on the road. This is the beginning of an ambitious project designed to ensure smooth and secure motoring in your Pantera when away from your home. See his flyer elsewhere in this newsletter.

Meanwhile, a sharp-eyed member spotted a goof on the website, as Mark accidentally scheduled a club meeting for Friday!

**Club Membership Report:** Russ reported no changes, but did request the new addresses of our guests, and recently-moved Cal.

## Past Events:

### Wine Country Classic Vintage

**Races:** Numerous PCNC and Capitol Panteras members were present at Sears Point (don't call it Infineon!), as De Tomaso cars were kindly invited to share the Nor-Cal Shelby Club's prime parking paddock on the grass in Turn 11. Darryl Johnson gave a good overview of



the races; the highlight for the Pantera crowd was cheering Todd Glycer as this was his first outing in his '68 Lola Can-Am racer. Todd definitely dove headfirst into the deep end of the vintage racing pool, entering his first-ever race not in a small Formula Ford or four-cylinder sports car, but rather a fire-breathing monster! Todd acquitted himself well, staying out of trouble, driving a good line, avoiding blocking the faster cars and most importantly, bringing the car home in one

piece! His driving performance improved greatly during the course of the weekend as he grew more familiar with the car, and the track, and racing in general.

Bob Benson sort of fell into the role of crew chief, helping fettle the car throughout the weekend; fortunately it was quite well-prepared and thus just needed fueling and minor check-ups.

Bob Lucas ran into a fellow wearing a De Tomaso shirt, who said he knew of somebody else with a Pantera for sale. The guy wasn't a member of PCNC as "it was too far to drive."

**Reno/Tahoe Fun Rally:** Several PCNC members attended the rally... Jack Bartole, the Britschgis, the DeRykes, the Konos, the Murches, and the Sharps.

Almost all attendees took turns racing on the super-slick go-kart track. When Roger first climbed into his go-kart, he noted "Do Not Bump" signs on the back of each car as well as all around the track. It was in the middle of the second corner that Larry Stock let Roger know that those signs didn't mean a thing. Roger, not being a slow learner, let the fun begin.

Pam Sharp got punted into the wall pretty hard (not by Roger, hopefully!), causing her glasses to fly off. A cornerworker pushed her back and she rejoined the fray, finding her glasses in the kart after that race.

Larry and Shari Stock hosted a breakfast, and there was a comedy night at a local comedy club as well.

Gary Kono told about touring a private car collection in Carson City, highlighted by the “Flip-Top” Cobra. This car was a one-off built by Shelby specifically to go after the Corvette Gran Sports. It had a 289 Cobra chassis with a special cut-down body, which was hinged to open at the front and the back (hence the nickname). Originally powered by an experimental all-aluminum Ford 390, at the Nassau Speed Week in 1964 Ken Miles absolutely ran away and hid from the Corvettes, before spinning and hitting literally the only tree for miles around, ending its competition debut. This car served as a test bed and the philosophical inspiration for the legendary 427 Cobra which followed.

There was a drive over Mt. Rose to Lake Tahoe for a tour of a restoration shop specializing in old wooden boats. One of them had been fitted with a Dodge Viper engine! The tour was followed by a BBQ at Incline Village.

AutoExotica staged a car show at Harrah’s Plaza and several blocks of Virginia Street on Saturday. Our event was initially bumped from the Plaza, but Jim Nowlin sorted things out and the Pantera crowd wound up with the largest marque in the show, back on the Plaza.

At the closing banquet and raffle, several of our members won various prizes. Pam Sharp won one of Emilia Seiferling’s hand knitted De Tomaso-colored afghans after using most of Roger’s tickets on this targeted item.

**De Anza Car Show:** There were about 200 cars present, including eight De Tomasos. Darryl commented on the ‘sound’ contest where the winner is determined by volume and tone.



He feels that straight pipes aren’t necessarily right, as a well-tuned exhaust system with low-restriction mufflers often sounds better. Garth Rodericks ran into a fellow who owns both a Pantera and a Mangusta, and is now trying to get him on board with PCNC.

**Shine and Show:** Darryl and Garth also commented on a show in Santa Clara behind the Boston Market. There were about 75 cars present, including some that were decidedly odd,

and others with some serious horsepower!

**Palo Alto Concours:** Ferrari and Auburn/Cord/Duesenberg were the featured marques, but there was also a ‘trailer’ section for vintage camping trailers (Airstreams etc.) There were two Panteras in the parking lot, but none in the show.

## **Upcoming Events:**

**Concours De La Garage — 21 July:** Tom Galli has resurrected an event from long ago (the last one was held in 1991), and organized a tour to visit the homes of various De Tomasos (including a Mangusta), some of which have not seen the light of day for many years. There are four stops planned. The day will begin with breakfast in Half Moon Bay, with a lunch in Sausalito. The group will depart from Coco's parking lot at 9:00 a.m., and there will be another rendezvous site in Sausalito for those joining the event from northern locations. Along the way, we will meet up with Pantera owners that most of us have never met before. The day will end with a dinner in Sausalito sometime around 6:30. See the flyer elsewhere in this newsletter, and note that an RSVP will be *mandatory*, as Diane will have to coordinate parking, dinner reservations etc.

**Evening Car Show In Mountain View — 2 August:** Diane mentioned that John Biggar, a long-ago former member and the original designer of the PCNC logo, is now hosting car displays in downtown Mountain View on Thursday evenings. We are hoping to have a roped-off area for De Tomaso cars from 6-9 p.m.; contact Diane for more information.

**Monterey Historics Weekend — 16-19 August:** All 23 rooms at the Los Laureles are now booked, but there is plenty of room at the PCNC dinner on Friday night, which will feature a Western theme this year. There is much speculation that this may be the last year for the Concorso Italiano in its current form, as the existing site is about to be 'developed', precluding future events there. So get that De Tomaso running and get on down to Monterey!

## **Buy, Sell and Swap:**

**Got Belts?:** Paul Bowden needs a lower supercharger belt for his Magnussen twin supercharger setup, so if you happen to have one lying around and gathering dust, please let him know!

**Non-Black Car For Sale:** Brian Bernard has a '70 Dodge Challenger RT/SE with a 440 Six-Pack for sale. Uncharacteristically, it is not black, but rather Burnt Orange Metallic. Let him know if you're interested in something completely different from your Pantera!

**Roof Antenna Needed:** Brian Bernard is also looking for an original-style roof-mount antenna for his Pantera GT5-S.

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

**Keep Those Batteries Charged:** Tom Galli reported that a Pantera that had been off the road for some time was being driven home from the paint shop, when the battery exploded! He left out most of the details, promising that all will be revealed at the Concorso de la Garage.

**Secrets Revealed:** Gary reported that Bob Benson (who was absent and thus not able to defend himself) lifts his decklid after each drive, in order to avoid seeing the defects in the paint! (That might go a long way towards explaining the huge wing also!) The car is about to head down south for some fresh paint, and the head gasket issue will be sorted at the same time.

**Rumors Of His Demise Are Greatly Exaggerated:** Bob Lucas denied all rumors that he had blown his engine prior to the Sears Point event, instead explaining that he'd simply blown a water hose a few days before, and didn't feel like dealing with it.

**More On Todd's Race Debut:** Bob Lucas complimented Todd Glycer on his inaugural drive in his small-block Can-Am Lola. He is racing in a tough class, with some seriously fast machinery, but acquitted himself quite well (especially for a first-timer), getting faster each lap.

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

**Raffle Results:** Roger Sharp handled the rafflemaster duties as always, with the following results:

Angle Grinder — Connie Johnson  
California Duster — Chuck Melton  
Armor-All Wipes — Nick Jenkins, Brian Bernard  
Hand-cleaner towelettes — Garth Rodericks  
Spark plug cleaner — Darryl Johnson  
Dental picks — Steve Liebenow  
Allen wrenches — Brian Bernard  
Armor-All spray — Bob Lucas

The meeting adjourned to the parking lot at 9:09 p.m.

## *Cars On Canvas*

Sorry for the spam but I'm now doing something pretty cool which most of the Maui guys know about: putting images of people's cars on canvas.

We launched [www.caroncanvas.com](http://www.caroncanvas.com) today, and to celebrate (as well as a way to get the word out to DeTomaso people), we're holding a special \$20 off sale for POCA and PI members. Just point your browser to

<http://www.caroncanvas.com/Caroncanvas/POCA.html>

to get the special deal. Feel free to pass this along to all POCA and PI members.

Hope your cars are runnin' strong!

With Aloha,

Scott Mead  
President, Paradise Panteras

# Membership News

## New Members for July:

**Hesston Proctor** of Bosque Farms, New Mexico. Hesston joined through POCA and did not list any information other than his address. When you get this newsletter, Hesston, send me an e-mail address or a letter with your phone number on it. We would like to know a little about your De Tomaso car or your interest in a car. Hope to hear from you soon, and welcome to PCNC.

**Rob and Amy McMullen** of Palo Alto. Rob and Amy just relocated to the Bay Area from Massachusetts. They own a red 1973 Pantera with a Windsor engine in it. Rob was at our June meeting and wasted no time in joining our chapter. It's good to have the two of you as members. Amy is a doctor, and knowing what I know about doctors, they seem to have highly irregular hours and little time for a personal life. They are really dedicated to their patients. However, Rob is a software developer and they seem to have lots of time for doing things. Thus we should expect to see Rob a lot and Amy a little. Welcome aboard both of you.

## July Membership Anniversaries:

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

**Roger and Pam Sharp:** nineteen years

**Clayton Engstrom:** fourteen years

**Art Mowry:** seven years

**Mark and Cindy Tumbarello:** seven years

**Barry Hosier:** four years

**Bob and Lori Paizs:** three years

**Ronald and Roberta DeMaderios:** one year

**Jack Bartole:** sixteen years

**Gary Glenn:** ten years

**Ron and JoAnn Singley:** seven years

**Tom and Liz Hasenberg:** six years

**Jim and Angela Cain:** three years

**Mark and Bill Savage:** two years



# A Fantastic Hardware Solution

*Story and Photos by Mike Drew*

I spent the better part of the last month working on POCA member Stephane Bergeron's early European pushbutton Pantera, #1256, at his home on the outskirts of Paris. Among the jobs I tackled was the installation of the shift linkage. Despite the use of all-new hardware (including a brand-new shift lever, purchased from Steve Wilkinson for less than the cost of having the original re-chromed!), when all was said and done, there was still notable slop in the shifter action in the side-to-side plane.



*Although at first glance there appears to be little difference between these two washers, in fact the one of the left is made up of no less than ten individual layers of extremely thin metal!*

I removed and dismantled the shifter box to see what was going on, and found that there was a fair bit of space in between the outside of the bushing on the shift lever, and the inside side of the yoke on the shift linkage. Inserting a washer would have likely cured it, but alas, the clearance was too small to fit a conventional washer.

Stephane then dove into his hardware stash and came up with the magnificent device that you see here. He has a friend that works for Peugeot Sport, creating the factory Peugeot world rally cars, and his friend tossed a few of these beauties his way.

Although at first glance, they appear to be conven-

tional washers, in fact they are laminated shims, consisting of ten or more layers just a few thousandths of an inch thick! Each layer can be 'peeled' away, leaving a shim of exactly the right dimension.

Through trial and error, we were able to remove several layers and get the shifter working absolutely perfectly, with no undue drag, but also no more slop.

These shims are available in the USA from McMaster-Carr ([www.mcmaster-carr.com](http://www.mcmaster-carr.com)) and cost about \$5 each. While that's a lot of money to pay for a simple washer, this is no simple washer, and when used in an application such as this, the results are more than worth the investment!



*A complete laminated shim is pictured on the left; on the right are individual layers that have been removed from another shim. Although the layers take a bit of a beating during the removal process, they could probably be straightened out with a flat hammer if necessary*

# *The Legend Of The Barn-Find Pantera*

*Story by Mike Drew*

*Photos By The Barn Owner*

Everybody loves the idea of a 'barn car', a precious automobile that has been locked away, hidden from view for decades, and then discovered, purchased for a song, and returned to the road.

And these stories are even better when the car has exceptionally low milage, and is in like-new, 'time warp' condition.

This is not one of those stories.....

Here are photos of a Pantera that supposedly was purchased, driven a mere 400 miles, and then shoved into a barn in Ohio, where it has stayed for the better part of 30 years, essentially abandoned. It has recently been unearthed, but as you can see, it is far from the cream puff that we all dream about.

Panteras are known for rusting, but few cars have rusted as comprehensively as this one. Notice that the wheelhouses have literally fallen apart to the point that the rear shocks/springs have punched straight through them and the rear of the car has collapsed onto the ground!

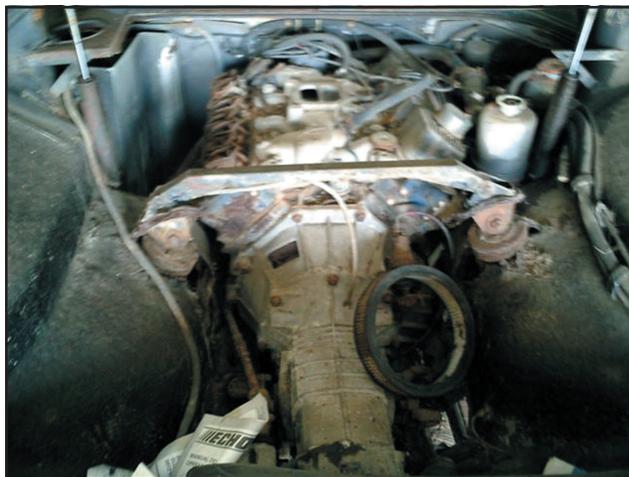
Animals have been living in the interior, the motor has



*At first glance, this Pantera, reportedly with only 400 miles on the odometer, appears to be in decent condition apart from the surface rust*

been partially disassembled and is rusted internally, and virtually every part on this car is either rusted, rotten, or corroded beyond recognition.

Ah well—it's still nice to dream about finding a low-mileage, all-original car in a barn....



*Look closely and you'll see the tops of the spring/shock absorber assemblies poking through the wheelhouses!*



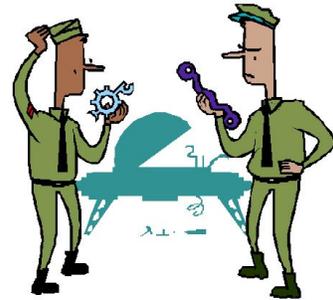
*The story behind this car is unknown. One can only imagine what would inspire somebody to do this to a Pantera?*

# De Tomaso Mobile

*By Mark McWhinney*

[www.detomaso.mobi](http://www.detomaso.mobi) is a new website for Pantera and other De Tomaso car owners on the go who need access to information such as part numbers while visiting a parts store or emergency information while stuck on the side of the road.

The problem with the existing websites is that the critical information is too spread out and is not well formatted for viewing on mobile web browsers such as those on cell phones. Their small screens, limited HTML functions, and slow connections make it all but impossible to get information when you need it on the go. The new site is purpose-built for cell phone web browsers and other mobile browsers. It puts the information that Pantera owners need literally at their fingertips.



The crown jewel of Pantera information, of course, is SOBill's Gearhead Database with more than 7,000 lines of information that Bill has collected over the years. I have parsed out the data and built a set of 450 web pages indexed by topic. The pages are suitable for access on a cell phone. I have also built a search engine for it.

The site has a set of contact numbers of all the Pantera vendors. If you click on a phone number link, your phone will automatically dial the number.

The site also has a section for the SOBill electrical diagrams which are very helpful for diagnosing and fixing problems on the side of the road. Since it takes some effort to convert the PDF format diagrams into a format that displays properly on cell phones, I have just converted one diagram so far into gif, jpeg, and png formats. If people find this diagram is readable and useful, I will convert the rest.

There is a free, voice-activated location service. You just click on the link which dials 800-466-4411 for you. You then state your location and a name of a business or the type of business you want. For example: "Baker California auto parts". The 411 service gives you a list of business in the order closest to your location. When you select a business, it gives you the street address and will dial the business's phone number for you. For noisy roadside conditions or use inside the Pantera, you can enter information with the phone keypad instead of voice. (If you do not have a web browser on your phone, you should add the locator service number, 800-466-4411, to your speed dial.)

There is a search page which searches the De Tomaso message archive on the realbig.com site. Just enter the search text such as "MSD" and you will get a list of every post to this forum about your topic sorted by relevance.

To see the site, enter <http://detomaso.mobi> in your cell phone's web browser (there is no ".com") You can also see the site from your PC's web browser.

You should bookmark the web site on your cell phone now, so that you do not have to remember it when you are stuck on the side of the road sometime in the future.



# Concours de la Garage

## North Bay Road Tour and Dinner

**Saturday, July 21st, 9:00 a.m.**

**WHAT'S IN A GARAGE?** Sometimes it's bad, or sad, or good, but it's always fun and interesting. Join PCNC members in visiting a seldom-seen '69 Mangusta, '74 Pantera and others. We will also visit a colorful character named Enrico, the owner of *Valtellina Automobili*, a high-end auto repair shop specializing in Lamborghinis, Ferraris, Maseratis, Panteras, and racing Porsches.

**WHEN:** Saturday, July 21st, 9:00 a.m.

**WHERE:** Meet at Coco's (our usual club meeting venue) at 9:00 a.m.

**RSVP:** You ***MUST*** RSVP to Tom Galli, (415) 925-8503, preferably by Wednesday, July 18th. This is necessary as we will be visiting private residences, and also having a dinner at the end.

**AGENDA:** We will depart Coco's parking lot at 9:00 heading to Half Moon Bay for breakfast. Our subsequent stops will be:

Sausalito  
Valtellina Automobili  
Novato  
Novato  
Novato

We will then have a group dinner at a restaurant in Novato.

Members from the North Bay who wish to join the tour enroute are encouraged to call Tom Galli to schedule individual rendezvous times and locations.

This is an opportunity to enjoy a scenic drive, meet some North Bay De Tomaso owners, exchange experiences, offer advice, solicit advice, recruit new members, and above all, have a fun day!



# NEXT CLUB MEETING

**THURSDAY, July 26, 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

July 21 ————— Concours de la Garage (Tom Galli)

August 2 ————— Mountain View Car Show (Diane Dean)

August 16-19 ————— Monterey Historics Races Weekend (Diane Dean)

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

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



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