



news

www.PanteraClubNorCal.com

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PRESIDENT

Peter Kovacs
(209) 522-4008
Peter-Kovacs@sbcglobal.net

VICE PRESIDENT

Gary Kono
(831) 438-1458
GKono@yahoo.com

SECRETARY

Mike Drew
(707) 452-9284
MikeLDrew@aol.com

TREASURER

Steve Liebenow
(408) 727-8678
Steven.Liebenow@att.net

CLUB STORE

John Hansen
(307) 732-1818
jhansen@bresnan.net

LIBRARIAN

Sharon Renshaw
(925) 372-7021
KittyLuvr480@aol.com

RAFFLE CHAIRMAN

Garth Rodericks
(408) 265-5786
Garth_Rodericks@yahoo.com

NAME BADGES

Doris Britschgi
(408) 866-1677
RnDBrit@earthlink.net

WEBMASTER

Mark McWhinney
(650) 906-6275
msm@portata.com

**MEMBERSHIP
COORDINATOR**

Russ Britschgi
(408) 866-1677
RnDBrit@earthlink.net

**EVENTS
COORDINATOR**

Garry Choate
(925) 837-2873
GarryC15@comcast.net

**MOTORSPORTS
COORDINATOR**

Larry Finch
(559) 281-3497
PCNCVegasTrack@aol.com

Minutes of Meeting 22 November, 2008

The meeting was called to order by the president at 8:06. The meeting was delayed slightly because Steve Liebenow's laptop crashed and he had to reboot it—evidently it didn't sleep well! All officers were present except for Garry Choate, the Renshaws, Gary Kono, and Mike Drew. There were five De Tomaso cars and 28 club members present.

New Members/Guests: The club welcomed **Darren Shockey**, a member of South Bay Panteras who was up for a visit. He came to help Jim Kuehne assemble his Pantera that is getting ever-closer to being ready for paint!

Changes To Last Month's Minutes: Ron DeMaderios' name was misspelled somehow (how

difficult can it be to spell 'Ron' anyhow?)

Club Treasury Report: Steve received rebates from POCA, and wrote checks for the October newsletter, and also made our initial deposit to the Reno-Fernley raceway!

Club Store Report: With winter fast approaching, Rich showed off PCNC 'hoodie' sweatshirts; he also had some De Tomaso posters available.

Club Membership Report: Russ reported that we picked up a....well, he forgot! But in any case, we have club members! He also reminded everyone that we bestow honorary membership status on Larry and Shari Stock, and also Mike and Roxanne Fertitta. A motion was made and passed to continue this tradition for 2009.

Club Motorsports Report: Larry has a signed contract in-hand from the Reno-Fernley race-track—the track event is definitely happening now!

Club Website Report: The PCNC website has been updated with the latest information on our upcoming Christmas Party (and also the Superbowl party) and information on the track event will be forthcoming shortly. Mark also continues to advance the new POCA website, which now features free photo hosting and more!

Past Events:

Impromptu Club Dinner: Bob Benson hosted an impromptu dinner for Thomas Törnblom of Uppsala, Sweden. He's a POCA member and the owner of a 1984 GT5, and in the past has organized the International De Tomaso meetings. He was in town attending training at Sun Microsystems (he's an engineer for Sun in Sweden). With almost no notice, about 20-25 people came from near and far to meet and talk with him. Bob showed a video that a fellow racer had made of the track event last year as he followed Bob's Pantera around the track. Todd Glycer's in-car camera footage from the Monterey Historic Races was also viewed.

Upcoming Events:

PCNC Christmas Party — 19 December:

For the past several years, we have been chasing a particular chef (Henri) from one location to another. We made our reservations at Trader Vic's when he was still there, but he has since moved on, so this will be our first non-



Henri dinner in as long as we can remember. It should still be great though! See the flyer elsewhere in this newsletter.

Super Bowl Party — 1 February: At the meeting, the call went out for a host to step forward and host the club for our annual traditional Super Bowl party. Although at the time there were no formal plans in place, subsequent to the meeting, Rod and Irena Pack generously offered up their home in Discovery Bay. Chili will be provided; please bring a side dish to share and your drink of choice (BYOB). Come as early as 9:00 a.m.; weather permitting, we may be treated to a ride in Rod's twin-engine 100+ mph power boat! See the flyer elsewhere in this newsletter for more details.

Alignment Shop Open House — Date TBA: Some of the former employees of Custom Alignment have opened their own shop in Gilroy called Performance Art (<http://www.performanceartonline.com/>) and have invited PCNC to join some other car clubs when they host an open house and shop tour, sometime in the early spring. Stay tuned for more details.

Club Business:

Club Charities Vote: Each year, PCNC donates a percentage of our club store sales to worthy charities. During the meeting a vote was taken, and the winners were the Alzheimer's Association and Guide Dogs for the Blind.

Club Elections: Gary Kono was going to issue ballots for the upcoming club officer election, but since he didn't come to the meeting, there were no ballots to hand out. Since the bylaws state that the vote must be conducted by ballot, there was some scrambling to adapt and overcome....but the results will be announced at the Christmas party.

Buy/Sell/Swap:

Jacket Anyone?: Bob Benson held up a jacket that was left behind at the party for Thomas Törnblom. The owner was found!

Oil Pan Needed: Steve Liebenow has a super-duper Aviaid 9.5 quart racing oil pan for a Ford 289/302, and is looking for a more streetable 6-quart baffled pan. He's willing to trade straight across.....

Gentleman, Start Your Engine: Darryl Johnson has a high-torque starter from his old 351C that he is looking to get rid of. It worked great, and is hardly used. It's even chromed. Give him a shout if you're interested.

News, Clues and Rumors:

POCA Members Get Spammed: Several club members were spammed recently by somebody purporting to be a POCA member who expressed interest in buying their Panteras. It turns out that the culprit is a bottom-feeder used car dealer who joined POCA specifically to gain access to our membership list, and he subsequently spammed most of the e-mail addresses in the club registry trying to find cars to buy cheaply and flip. He has since been dealt with....

Driving For Dinner Raffle: And the winner was Darryl Johnson

Raffle Results: Garth and Brett passed the hat, with the following results:

Headlight flashlight — Darryl Johnson

Snap ring pliers — Brett Santos

Needle files — Roger Sharp

Hook and pick set — Bob Benson

Matchbox Pantera — Tony Blevins

The meeting adjourned to the parking lot at 9:06.

Great Deals at Kragen Auto Parts

by Rick Moseley

I may be “singing to the choir” here...but I still want to pass this on. If you are going to buy something at Kragen (nee O'Reilly) Auto parts, first go look for it here:

<http://shop.oreillyauto.com/default.aspx>

You can save around 30% off many parts if you order and pay for them online and pick them up at your closest store—even for stuff on the shelves (air filters, fuel filters) that you'd normally grab yourself. Lots of times the guys at the store are even amazed at what you pay on the paperwork you bring in vs. what shows in their computer for Joe off the street.

Well, the deal is even better now. There is a place when you order online to enter a coupon code. When you see it, enter:

ONLINESAVE15

If applicable, you'll get an additional 15% off when you check out to pay.

As an example, I just got a \$13.95 Fram fuel filter that the guy walked over and picked off the rack for \$9 out the door. If I had walked in it would have cost me almost \$16 after taxes.

So if you are going to go to Kragen, go online first!

Membership News

New Members for December:

Santa Claus has not been good to us so far this December. He gave us no new members. Perhaps he is waiting till Christmas Day to deliver that stack of new applications. Please Santa, no coal this year. I hate coal.

December Membership Anniversaries:

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

David and Loretta DellaMora: Nine years

Jon and Olivia Linke: Nine years

Mark McWhinney: Seven years

Peter and Christine Kovacs: Five years

Marcus and Irene Smith: Three years

John Allen: Two years

Roger and Thelma Brotton: Two years

Nick Jenkins: Two years

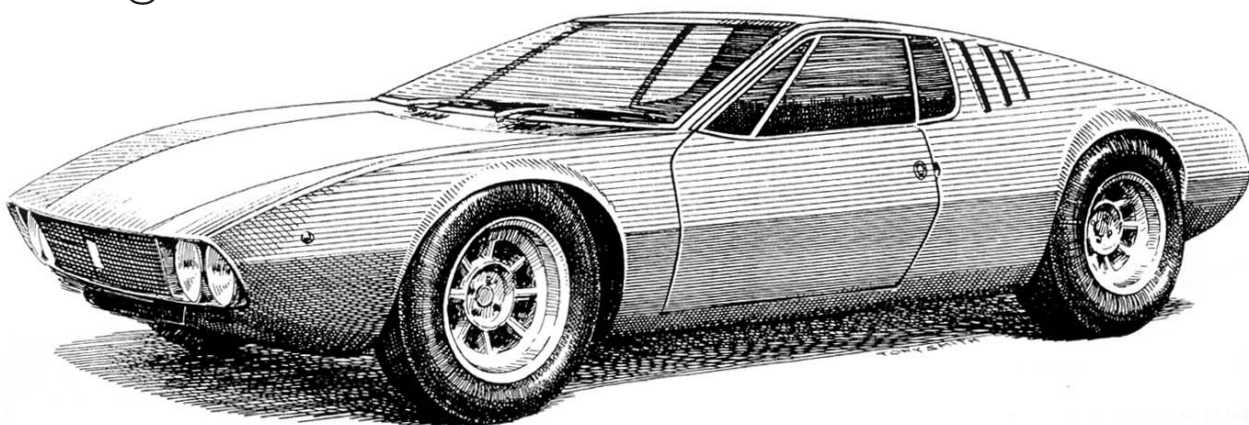
Trevor and Jill Lee Fougere: Two years

Jerry and Ora Lee Minecke: Two years

David and Jen Van Deren: Two years

New Membership Rosters Will be Printed the Second Week of January:

- 1) If you do not wish to have your address, phone number(s), and/or car information listed, you must notify the PCNC Membership Coordinator.
- 2) If the data in the current Roster has changed, please be sure the Membership Coordinator has the correct info on file.
- 3) Your E-mail address can be included if you give it to the Membership Coordinator.
- 4) The Membership Coordinator is Russ Britschgi, 143 Carlyn Avenue, Campbell, CA 95008. You may call and leave a message at 408/866-1677, or send E-mail to: RnDBrit@earthlink.net.



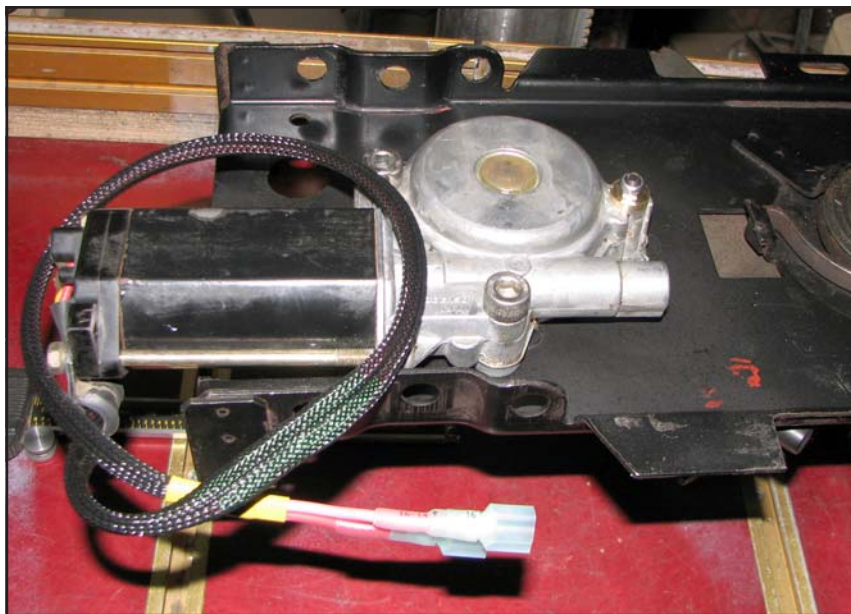
De TOMASO MANGUSTA

The Ultimate Pantera Window Motors

Story and Photos by Chris Difani, Capitol Panteras

While my original Ducillier window motors worked okay, they were abominably slow...and I always had the wondering feeling as in "hmmm, I wonder if it's going to go all the way up this time?". So I looked through all the various Pantera web sites, and read all that I could find on window motor conversions. While I liked the Aerostar conversion, when I went to eBay to find some, I didn't. In fact, in the two months I was looking, I never did come across a pair...or even a single, in good condition and at a reasonable cost.

From there I went to my local auto parts stores. Again, that 'reasonable cost' thing got in the way...big time. Which left me with the one window motor conversion



The finished product, better than stock by orders of magnitude

Technical Language and Part Nomenclature

To make sure that everyone's "on the same page" when I talk about a part, assembly, or piece, this is what I'm referring to.

First, when I use "motor", I'm referring to an electric motor. And since we're dealing with windows here, I'm going to be talking about the drive motor for the window regulator, the mechanism that drives the window glass up or down.

When I use the word "window", I'm referring to the glass that is in the door. The term "regulator" refers to the entire gear rack arm, motor, and motor mount plate assembly. And last, wiring, or electrical. I'm referring to the two wires that control the motor, and are operated by the two window switches on the instrument panel console.

that used Taurus motors. These didn't seem quite as nice as the Aerostar, but the big point in their favor was that they're plentiful. I winnowed through the eBay vendors, and finally went with a guy in Texas. He gave me two Taurus window motors, for \$34, which included shipping. The nice thing about this guy, is that he gave me the "rear" window motors. His logic was that the rear windows had much less use, when compared to the front window motors. I couldn't argue with that.... He tested the motors in a fixture, to confirm that they met the

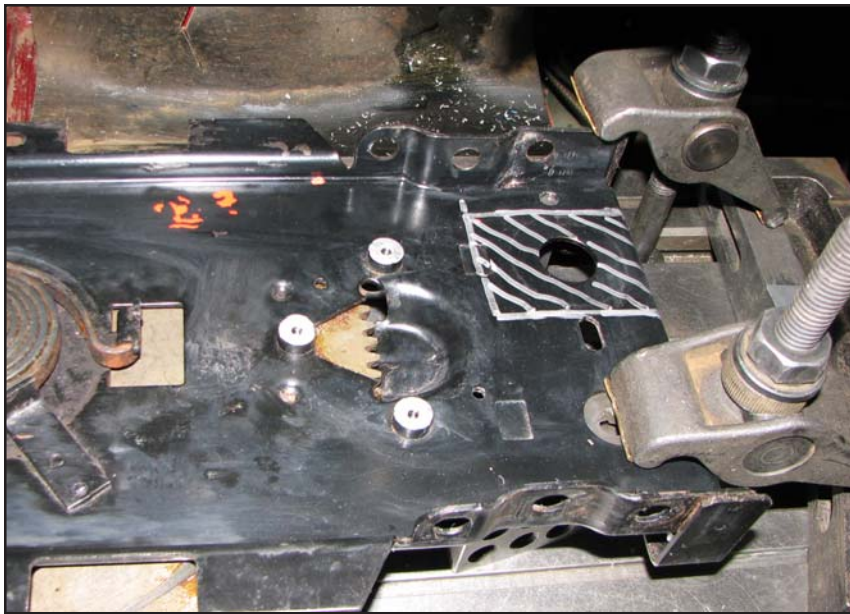
"16 ft lbs of force" criteria. He also checked grease levels, and other longevity issues.

To make a long story short, I got my window motors four days after buying them, and they were in excellent condition. They were also two-wire motors, the same as my Ducillier French motors.

In fact the only problem was with the mounting. And once I got that sorted out, I now have one of the (if not THE) fastest window motors in Panteraland. They're exceedingly quiet, and smooth. There's no motor whine, or motor gear noise at all. All you hear is the glass sliding up (or down) the tracks.

The Taurus motors were from the 1984 to 92 series of Taurii. And, I believe many other Ford window motors will work, the only requirement being that they are a "two-wire motor", and that they have three mounting holes. I believe that if you mentioned "Taurus window motors" when dealing with a vendor, and that you wanted your new motors to be similar, then most of the eBay vendors will know what you need.

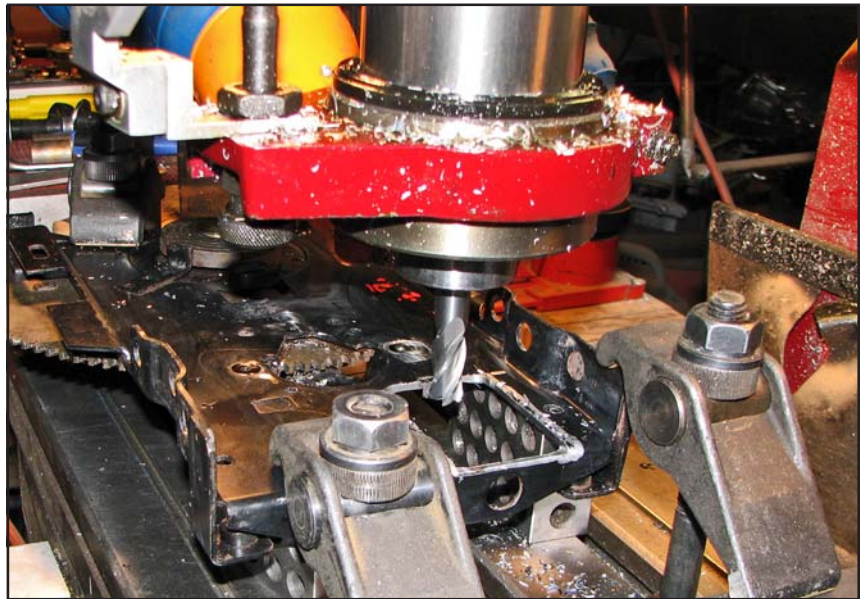
The biggest challenge is to en-



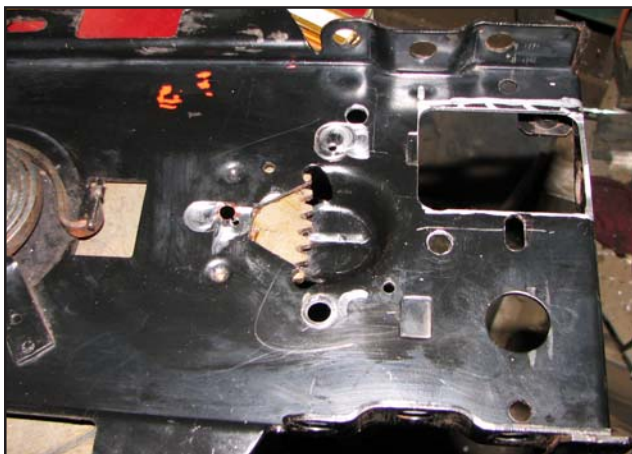
The three raised stand-offs for the original motor mount, and the shaded region on the plate need to be removed

sure that the new motor fits solidly to the mounting plate, and that the motor's drive gear meshes tightly with the "gear rack" on the regulator arm. Since the typical gear rack is about 3 mm, or an 1/8 inch in thickness, and the drive gear on the motor is about twice that, achieving a good vertical "mesh" isn't horribly difficult. But what is difficult is ensuring that the motor is flat to the mounting plate, and square to the gear rack.

Once I received my new Taurii motors, I removed the window motor assemblies from my doors. I disassembled the original Ducillier mechanisms, and set those aside. I cleaned the mounting plate, gears,



My mill made short work of removing the necessary material



The plate is now ready to test-fit the new motor

the gear mesh will work with some play, and some misalignment in terms of the "gear to rack" relationship. The one area that I found that would not tolerate any slop, was the new motor to mounting plate mounting and alignment.

The new motor must be solid, and flat to the mounting plate. As long as you do that, you can survive a modicum of gear-to-gear-rack misalignment with no ill effects.

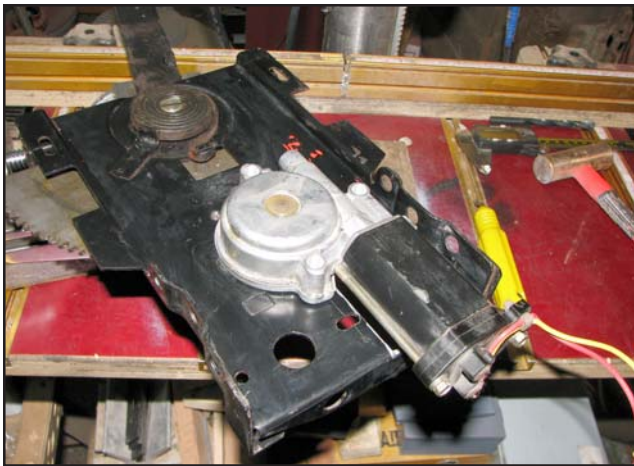
To begin the process, I laid out my mounting location and marked the areas that had to be either removed, or flattened. These areas are marked in white on the plate. The large "cut out" is defined by the door, and how "tight" it is on the motor's location. The driver's side location is seen here. The passen-

and all the pieces I could touch with brushes, solvent, and rags. Then I did my layout for the change. This isn't terribly precise in some ways, but in others it is. You do have some room to work within, as

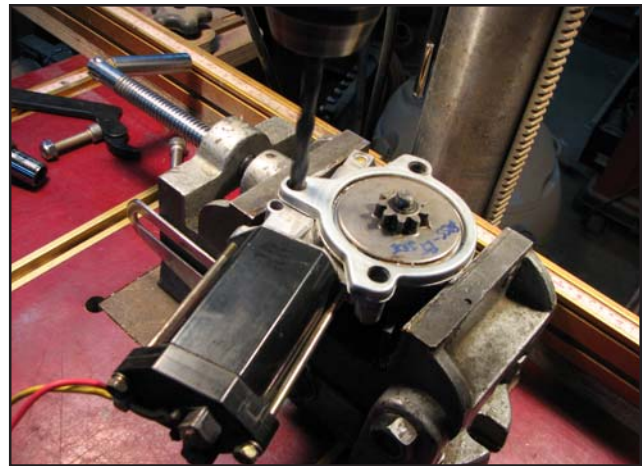
ger side was rotated by 90° in order to maintain enough clearance between the motor, and the door assembly.

The three round pieces next to the gear rack, and the cross hatched area were all removed using my bench mill. In the photo (above), you can see the hold down clamps that are securing the plate to the milling table.

In the photo to the left, you can see the three standoffs have been removed, and the plate has been opened up such that the armature



The new motor is now a perfect fit on the plate, with excellent gear engagement



The existing holes in the motor case had a 'step' inside; I reamed them to 8.2 mm to accommodate M8 bolts

of the new motor will fit into it.

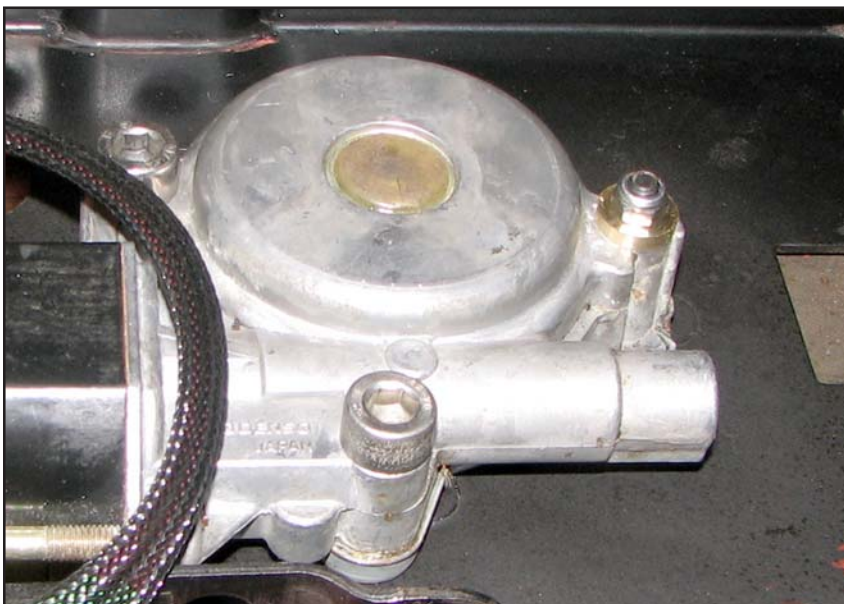
The next step was to test the modification for size, and fit, with the new motor.

The gear case must be flat to ensure a good "mesh" with the rack gears. The next step was to ream the three mounting holes in the motor's gear case, and then to drill the three mounting holes into the plate. I used the three holes in the gearhead as my pattern, since this was not a "production operation".

I reamed the existing "step" holes to a single 8.2 mm inside diameter. I used M8 x 35 mm stainless steel socket head cap screws, which gave me sufficient security, and rigidity. I used stainless nylon



A flat head countersunk socket head cap screw secures the third hole of the motor case; an oversize access hole was created in the gear rack



Two 8 mm bolts and one 5 mm bolt with a centering collar secure the motor

locking nuts on the plate side for security. Since the door interior can become damp over time, I felt that using stainless fasteners was a reasonable precaution.

The most difficult issue was found in the third hole. This is the hole that's opposite the armature, and is on the far side of the gear rack mesh point. It is possible that the motor would have been secured by only using two M8 bolts, but I didn't want to assume that.

We all know what happens when we "assume".

To solve this problem, I used an M5 flat head countersunk socket head cap screw. I drilled a 5 mm hole all the way through the mounting plate, and the arm. Then on the

other side, I opened that hole in the gear rack to .500" ID. Then I used a small countersink and recessed the hole for the M5 flat head bolt. As you can see the end result is a secured fastener. It is centered, tight, and has not created any problems in the mechanism.

In the close-up photo on the bottom of the previous page, the right most bolt is centered, and even in the hole. The shiny part is a machined piece of brass that centers the M5 hole within the 8.2 mm hole. This probably isn't strictly necessary, but it can't hurt....and it was fun to make.

And that is a summary of the driver's door install process. The passenger door process is similar except for the motor orientation. On the passenger side, the motor must be oriented vertically, with the motor armature extending below (downwards) the mounting plate. This can be difficult to achieve, and care is a necessary element in the successful mounting process.



The finished installation is neat and clean, and affords more room for a speaker

Here is the final result, with the new motor installed in my door. There are now no "motor pieces" hanging down and visible in the lower forward cut-out of the door. For those of you with discerning eyes, the little shiny chrome stick thing that's protruding out the upper front cut-out, is the manual remote control for my exterior mirror.

And here's the final view, just

before the upholstery went on.

This is the best sound barrier material that I was able to find, based on decibel testing, and weight. Even though it says "Cool It", it's really a sound barrier. The door area that needs to be covered is 36" by 18". This material (and many others) is available through www.summitracing.com. The speaker is one of seven in the car, and is a Polk two-way, rated at 90 watts.

I wish you could "hear" the window, but until I do a "YouTube" video, you'll have to take my word for it. It's lightning fast, and completely silent.

For those of you who are interested in having this modification but who aren't up to the machine work, feel free to contact me, and we'll see what we can work out. I may not be cheap...but I'm good.

Well, honestly, I'm cheap too....



Thermo-Tec Cool-It matting serves as both a noise and heat barrier

Chris Difani
'73 L #5829 "LITNNG"
The Electric Pantera
Sacramento, CA
Email: cdifani@pacbell.net



2008 PCNC Christmas Party and Awards Banquet

When: Friday December 19th 7:00 to 11:00 PM.

Location: Trader Vic's / Dinah's Garden Hotel
4261 El Camino Real
Palo Alto, Ca. 94306

Dress: Holiday dressy

Cost: \$55.00 per person, make checks payable to PCNC.

RSVP: Menu choice and Payment by Dec. 13, 2008.

Send to: Garry Choate
2523 Dos Rios Dr
San Ramon, Ca. 94583

Menu Choice: Filet of Beef, Macadamia Crusted Mahi Mahi
or Roast Chicken Murat.

No Host Bar

Overnight: Those wanting to stay overnight at Diana's Garden Hotel can call, 800-227-8220 to make reservations. Ask for the Pantera Club room block.

special room rates per night are: Garden Room \$95.00
Deluxe Room \$120.00

For a Suite contact Enree Smith at (650)798-1308.

Breakfast not included

Questions: Email garryc15@comcast.net or call 925-837-2873

Super Bowl Party and Chili Feed

When: Sunday, 1 February
9:00 a.m. to ?????

Where: Rod and Irina Pack
50 Discovery Bay Boulevard
Discovery Bay, CA 94505
(925) 516-2755



Bring: Drinks, a side dish to share.



The game starts late in the afternoon, but guests are welcome as early as 9:00 a.m. Those who arrive early may be treated to a ride in Rod's 30-foot Sanger Alley Cat, a twin inboard powerboat capable of over 100 mph!

There will be several different types of chili available. Please bring a side dish to share, and bring your own drinks. A grill will be available if you want to grill your own meat.



NEXT CLUB MEETING

**THURSDAY, January 29, 2009
8:00 P.M.**

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

UPCOMING CLUB EVENTS

December 19 ————— PCNC Christmas Party (Garry Choate)

February 1 ————— PCNC Super Bowl Party (Rod Pack)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

www.PanteraClubNorCal.com



Russ Britschgi
143 Carlyn Ave.
Campbell, CA 95008