



news

www.PanteraClubNorCal.com

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Minutes of Meeting 30 April, 2009

The meeting was called to order by the president at 8:02 p.m. All officers were present except for the Renshaws, Larry Finch and Mike Drew (with Steve Liebenow ably filling in for him). There were 43 club members present, and six De Tomaso cars in the parking lot.

New Members/Guests: The club welcomed **David Yomato**, the owner of a motorsport-oriented shop in Pleasanton. He was a guest of Ron Demaderios.

Changes To Last Month's Minutes: The raffle results were a bit goofed up last month. First, it was Brent and not Garth that conducted the raffle, and Gary Choate won an Edelbrock hat, not *hate*.

Club Store Report: Rich Boschert brought new Pantera-themed baseball hats with him. They are available in a variety of colors, one size fits all, for \$20.

Club Treasury Report: Steve has been busy depositing income from track event participants, and also writing a check to pay for the newsletter mailing. With that, the treasury remains quite healthy.

Club Membership Report: Russ reported that club membership remains strong, even during these rough economic times.

Club Motorsports Report: Although Larry Finch wasn't present, a pitch was once again made to find volunteers to take over pit marshal duties from Jim Kuehne and Roger Sharp, who have certainly earned their retirements! Track event signups are progressing reasonably well.

Club Website Report: Please send information on upcoming events to Garry Choate; he can deconflict the club calendar, work with potential event organizers, and post events to the calendar on the PCNC website.

Past Events:

Pacific Coast Dream Machines Show: Tony Blevins hosted a pre-show breakfast at his home a few miles away from the show site. Five Panteras were present, and a great breakfast was enjoyed by all. Although the weather initially wasn't promising, the sun came out and there were lots of great cars and airplanes on display.

Upcoming Events:

Wine Country Classic Parking Corral — 30-31 May: The Nor-Cal Shelby Club has kindly invited PCNC to join them in their Ford-powered-only parking corral at Sears Point for the Wine Country Classic vintage races on May 30th and 31st. Nor-Cal SAAC had a block of discount track entry tickets plus reserved parking in the premium parking corral (which is reserved for Ford-powered 'club cars' only. Yes, your Pantera, Mustang, or Sunbeam Tiger qualifies. No, your Explorer or F150 or Lincoln Town Car does not!).

The race tickets are sold out, but corral passes are still available; they can be ordered online here: <http://www.norcal-saac.org/news/wcc.htm>



Attendees at the Pacific Coast Dream Machines were impressed by the rarely-seen '71 Pantera GT5 of similarly rarely-seen PCNC member Richard Traxler

Pre-Reno Tech Session — 6 June: Roger and Pam Sharp were slated to once again host a tech session at their Morgan Hill home. However, just as this newsletter was going to print, they suffered the tragic loss of their son Brian in a motorcycle accident. They have asked to forgo

hosting the event as a result. Our sympathies go out to Roger and Pam. Rich Boschert volunteered to host the tech session at his house instead.

For more information on the tech session, watch for an e-mail blast from Mark McWhinney, or point your browser to the PCNC website; see the flyer elsewhere in this newsletter.

POCA Reno Fun Rally — 10-14 June: Although there was a certain degree of trepidation associated with moving the event from Las Vegas to Reno, thankfully signups are proceeding well, and it appears that the overall attendance numbers will be quite good, which is cause for a collective sigh of relief!

There are innumerable events planned during the course of the long weekend, all of which are detailed in the Fun Rally section of the POCA website.

We will be enjoying a keynote speaker—none other than PCNC's own Jason Eaton, who will be describing the adventure of participating in the Speed Channel's reality show, *Bullrun*.

Some of the finest Panteras in the world will be on display in the hotel ballroom; unlike the past displays in Las Vegas, owners will be able to retrieve their cars each day and return them for display in the evening. If you're interested in having your car on display, please contact the event organizers, John Taphorn or Judy McCartney.

There will be several groups leaving from the Bay Area on both Wednesday and Thursday, with the main group departing Wednesday morning, meeting at the beautiful mountain home of Marcus and Irene Smith for brunch. In the afternoon, the group will continue over the hill, making a slight detour to take in a portion of Lake Tahoe before arriving in Reno by late afternoon. Specific details of the route (including a map with turn-by-turn directions) can be found on both the POCA and the PCNC websites.

Those who will be travelling via other routes or times are advised to contact Garry Choate to see about organizing in mutually supportive convoys.

If you haven't already made your room reservations, do it now! You can always cancel at the last minute if necessary.

Vintage Mustang Owners of America Show — 20 June: PCNC member Tom Hasenberg is the organizer of this show, and thanks to him there is a special class reserved for De Tomaso automobiles. The VMOA is happy to have as many De Tomaso cars as possible; last year we had a dozen or so? It costs \$30 to enter a car (\$40 after June 11th) and the price includes an event t-shirt. For more information, and to register online, go to <http://vintagemustang.org/carshow.htm>.

Monterey Historic Races Weekend — 13-16 August: We have 17 rooms reserved at Los Laureles, but we must commit to them no later than 60 days prior to the event or risk losing them. The rooms are currently secured by the deposit we placed last year. Final pricing etc. is still to be determined, but presumably will be in line with last year's pricing. Although all the rooms have now been reserved, we are starting a waiting list in case the hotel offers any additional rooms, or somebody cancels their reservation. If you would like to be put on the waiting list, get your name to Garry Choate pronto!

PCNC will also be hosting a parking corral at the track, and selling race and corral tickets. See the flyer elsewhere in this newsletter.

Concorso Italiano has made a roaring comeback after appearing to be on the ropes and on the way down for the count just a few months ago. One marque club after another has formally aligned with the traditional event, leaving many to wonder what the competing La Dolce Vita will look like. Concorso Italiano remains considerably more expensive, with a price increase at

the end of May (La Dolce Vita's prices go up in June). Although both Tom Tjaarda and *Pantera International* have thrown their weight behind Concorso Italiano, it remains to be seen which way most De Tomaso owners will choose to go.

Watch this space....

And if high-end Italian cars aren't your bag, there's a new event in Monterey this year—the Concorso d'Lemons. Dedicated to the worst, crappiest cars ever foisted on an unsuspecting buying public, the show will feature such standouts as the Ford Pinto, AMC Pacer, and the like. The low-key, tongue-in-cheek affair will probably feature some quite outstanding examples of these truly terrible cars, potentially making it a lot of fun. The show is on Saturday in Toro Park in Monterey. Their website is <http://www.concoursdlemons.com/>

Buy/Sell/Swap:

351C Bits Available: Todd Rodericks has a pair of closed-chamber 351C heads available. Meanwhile, Steve Liebenow has a 1974 351C four-bolt main short block assembly, with light rust in the original bores, meaning it will probably clean up nicely at .015" over. He also has a pair of bare 1970 closed-chamber 351C heads.

Vitaloni Turbo Mirrors: Mark Tumbarello still has his brand new Vitaloni Turbo mirrors available; contact him for the details.

Idler Pulley Needed: Gary Kono's Pantera is missing the A/C idler pulley/shaft assembly. He has the stock bracket, but no shaft or pulley. If you have one lying around on your old 351C (especially likely if you've converted to a Windsor) please let him know!

Pantera Prices Dropping: Specialty Sales in San Carlos has had a red Pantera on their lot for several months now, and the asking price continues to drop weekly. The car is in good condition overall, but unfortunately somebody keyed the paint down the entire side of the car, so the dealership is going to repaint that side. The current asking price is \$40K; see their website (www.specialtysales.com) for any additional updates.

There is a somewhat scruffy but solid Pantera with 31K miles for sale in the San Diego area (on Craigslist) with an asking price in the mid-\$20s range.

News, Clues and Rumors:

GUMBALL!: A fellow from Long Island who had only owned his Pantera for one month entered the Gumball 3000 rally, a high-profile cross-country run for the well-heeled (the entry fee was \$44,000!) He shipped the car to PI Motorsports where they quickly spiffed it up mechanically, then he and his 15-year-old son set off on the adventure of a lifetime.



Their headlights conked out as they neared an overnight stop in Sedona, Arizona, but a POCA member living there heard of their troubles, called them and invited them to his home, and at 11:00 p.m. he rigged up a bypass for the sizzled headlight switch and got them going again.

The next day they rolled into Santa Fe, NM where Jim Demick met them armed with tools to adjust their shift linkage. And upon arriving in Houston, five members of the Space City club held a tech session at a member's home, and got their air conditioning system charged up.

Now running fast and cool, they were only an hour away from the finish line in Miami when WHAM! They got rear-ended at 70 mph by a Florida woman who had fallen asleep at the wheel! The whole back end of their Pantera was caved in, and the exhaust system was mangled too.

They dragged the car to a muffler shop, where the exhaust system was bashed back into shape, the decklid was tied down, and they hit the road again.

Amazingly, theirs was the first car across the finish line, and they received universal accolades from hundreds of spectators there, as well as Pantera owners around the world who had been following their progress on the De Tomaso e-mail forum.

Well-done guys!

Barn Find Pantera Unearthed: John Colombero stumbled across an inherited Pantera owner up in Mt. Shasta, CA. Apparently the prior owner of the car really ran it into the ground, and then parked it. The fellow who has now inherited it has a big job ahead of him, although the car reportedly has lots of potential. Right now the motor is wounded, with bent pushrods among other things; the taillight panel is a bit crunched, the wiring is a disaster, etc. etc. Rust has apparently been held at bay by virtue of the fact that the whole car is covered in grease and oil!

Going, Going, Gone...: Mike Drew had found a screaming deal on Piloti driving shoes from a very unlikely source (a large outdoor catalog which stocks mostly hunting, fishing and camping gear), and many club members leapt upon the opportunity to buy \$120 shoes for only \$20-30. Garth bought a pair, found them to be a bit too small, and returned them to get the next larger size, only to learn that they were all sold out, with no more to appear....

Driving For Dinner Raffle: The winner was Bob Benson.

Raffle Results: Brent (not Garth) and Brett did the honors, with the raffle proceeds helped greatly by the generous contributions of Darryl Johnson (who gave two three-day passes to the Monterey Historics Races), Rich Boschert (a Pantera GT5 model kit), David Yomato (car cleaning products), and Jason Eaton (stainless steel gas tank shield). The winners were:

Trevor Fougere — Monterey Historics Races Passes

Garth Rodericks — Car cleaning products

Jim Kuehne — GT5 model

Gary Kono — Gas tank shield

Rub McCullen — 'head' lamp

Tony Blevins — Batman comic book (featuring a Pantera as the Batmobile!)

Bob Benson — De Tomaso logo flag

Ron Demaderios — drill

Mark Tumbarello — Digital multimeter

Bob Lucas — Magnet and mirror kit

The meeting adjourned to the parking lot at 9:17.

Membership News

New Members for May:

There were no new members this month.

May Membership Anniversaries:

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

Bob and Bobby Crowell: eighteen years

Glenda Perrucci: nine years

Rich Walling: eight years

Ernie and Katherine Gerloff: six years

Garth and Leslie Rodericks: six years

Randy and Linda Libician Welch: six years

Scott and Susie Carpenter: five years

Rick Ransom: five years

Terry J. Griggs: four years

Dan and Annie Lem: two years

Mark Manoogian: two years

Gary Spratling: two years

Dennis Wilson: two years

Brent and Bev Stewart: one year

Newsletter Advertising Policy

Free Advertising:

PCNC members may advertise items they have for sale, or items they want, at no charge in the "For Sale" section of the PCNC News. De Tomaso automobiles of non-club members may be advertised in the "For Sale" section at no charge when space is available. The space allowed for these free ads is limited to six lines per member (or non-member) per month.

Paid Advertising:

Fees are charged to anyone who wishes to advertise a business or profession, and to members who wish more space than is allowed in the Free Advertising provisions. Those fees are: Business cards: \$2.50 for one issue or \$9.00 for four issues within a one year period. Half page ads: \$8.00 for one issue or \$30.00 for four issues within a one-year period. Full page ads: \$15.00 for one issue or \$55.00 for four issues within a one-year period.

Performance Art Open House

Story and Photos by Brent Stewart

Performance Art hosted a tech session for both the PCNC and Nor Cal Shelby Club in March with close to 30 people in attendance. PCNC was well represented with 8 Panteras in the parking lot. Their tag line is “The art of enhancing your high performance vehicle”, and I must say, they deliver in spades. Kevin Patten is the General Manager at Performance Art (<http://www.performanceartonline.com/>) and knows suspension setup and knows Panteras well, having owned and worked on them for many years.

After copious doughnuts and coffee, Kevin gave an in-depth talk to the group to open the session, covering many of the basics about performance tuning, the history of Performance Art, and the services they provide. Much more about this can be found on their website. Suffice it to say that if you need work done on your suspension, steering, brakes, shocks, or virtually any other suspension component, they can help.

The ensuing tour showed off their “state of the art” equipment with a comprehensive “deep-dive” at each station into how the equipment worked, how



PCNC was well-represented with five Panteras parked out front

it differed from standard alignment and tire shops, and more details as to how every factor affects performance. I truly believe Kevin has forgotten more about tires than I shall ever (care to) know.

The highlight of the tour was the dem-



Brent’s Pantera was used to demonstrate the principles of corner-weighting

onstration of the Corghi Artiglio Master Tire Changer. This tire changer has changed the industry by eliminating the pry bar and, consequently, any worry about damaging expensive wheels and tires. We were all amazed by the elegant complexity of the machine. This will be the only way I have new tires mounted on my rims in the future.

Quite a few PCNC members have had their cars there and have reported significant improvements in ride and handling. I can say that after having my suspension completely re-

done (shocks, sway bars, ball joints, steering bushing, etc.) my car has never handled better.

Later in the day, three cars from the Nor-Cal Shelby Club were run on a portable dyno. They put out some incredible numbers; a newer Shelby Mustang put out 511 hp at the rear wheels, while a Ford GT with a Whipple supercharger put out 749 hp, and another Ford GT with the same blower and some additional head work displayed a mind-blowing 760 hp. And that’s at the rear wheels!

The cars were gently tweaked with a laptop, but it didn’t alter their performance much.

Many thanks to Kevin and the Performance Art team for their gracious hospitality in hosting this event!



Performance Art has the most modern equipment on the market today

Teching, Teching, One, Two, Three...

Story by Russ Britschgi

Photos by Gary Kono and Chuck Melton

PCNC has been a little short on events the past few months, but we made up for it over the past couple of weekends. There were three tech sessions in just eight days, and one more is coming up on June 6. If there is some little problem with your Pantera and you haven't gotten the help to get it fixed by 8:00 p.m. on the 6th, then the problem must be with you and not your car. But the idea of a tech session is not to place blame, it's to "git 'er done". So let's take a rundown on what has been accomplished to date.

On Saturday, May 2, Roger Sharp, Jim Kuehne and Forest Goodhart assisted Gary Kono with an engine replacement in his black Pantera. This process started around 8:30 in the morning and by the time I arrived at about 1:00 p.m. they were pouring something from a Coors can down the carburetor. I presume they were priming the engine with gasoline and had already consumed the beer because the engine fired

up and ran fine without any belching. Or could it be that beer is some kind of unknown super fuel additive?

I have no comments about the mechanics other than to say one of them got off to a much rougher start that morning, so I was told.

The next morning there was an electrical tech session at Rich-



On a dreary, rainy Saturday, Roger Sharp attaches the ZF to the 351C. Note Forest's hot-rod truck in the background



Forest filled an empty beer can (of which there were many to choose from!) with gas, and used it to prime the carburetor for the initial startup

ard Boschert's house. The weather looked as if it was really going to be wet in Los Gatos, but actually it was quite nice. There was a cloud layer that kept the temperature down but no rain.

The unsettled weather kept some of the Panteras away, but lots of technical buffs showed up, about 15 in all. Also Rich's buddy, Todd, is into Dodge and Plymouth muscle cars from the '60s and '70s, so there were lots of his friends there with some very nice looking machinery on display. To make the day even more enjoyable, lunch was provided by some friends of Richard, Shannon and Melissa. When it was announced that food was being served, the wrenches hit the ground and about 25 hungry guys descended on the pool area where a couple of tables were loaded with salads, chips and barbecued meat. Thank you, Shannon and Melissa; the food was great!

But let's get back to the tech ses-

sion. Rich and his dad, Bob, had built up some relay panels for use in taking some of the load off the headlight, radiator fan, and the power window switches. Relay panels were being installed in the Panteras of Garry Choate and John Colombero.

It seems that the most difficult part of this job is attaching the panel to the firewall just behind the battery inside the



Any number of different Panteras were being worked on in the various sheds on the Boschert property



Interest in the cars was temporarily lost when the food appeared!



John Colombero's Pantera gets a relay kit installed

forward luggage compartment. This takes two people and a little bit of planning so as not to accidentally damage anything on the other side of the firewall. After that, it is just removing one wire at a time, trimming the new wire to length, installing a slip connector, and making a connection. This needs to be done about 10 times so there is a bit of work involved, but it is straightforward.

There is one thing that occurred in the case of John's car. With everything connected, the right side window did not function. After an hour of signal tracing, the problem was traced to the vendor-wired relay connector. The factory worker had crimped the connector onto the wire without first stripping the insulation. When installed in the plastic base everything looked good, but there was no electrical conductivity. With the connector problem corrected, the window worked fine and everything just needed to be put back together to complete the job.

In the meantime Lee Scales, with help from about half a dozen other people, was installing a new carburetor on his yellow Pantera. This should have been a fairly simple task but Lee wanted to also install a hard line from the fuel pump to the new carb. Routing, fitting and bending the new line with the engine in the car consumed a major amount of time. With that finally done, and the accelerator linkage modified to fit the new carb, it was time to

fire it up.

Earlier, Lee had paid a shop to tune up his engine and their expert advice was that the carburetor needed replacing. However, a few hundred dollars and about four hours of work later there was no improvement. With a little bit of help from some more of the club members and a spray can of carburetor cleaner later, it was determined that an intake manifold leak existed! A little spray around the junction of the manifold and the left side cylinder head made a big difference in the way the engine idled. Look for Lee to be installing a new gasket at the tech session on the 6th. Hopefully it will not turn out to be a cracked manifold.

With lots of bench racing to go, the afternoon ran into the early evening and it was after 7:00 before almost everyone had left. Thank you Richard, Todd and Bob for sharing your time and space with us at PCNC.

Now on to the next weekend and the Fluid Flush Fest Tech Session hosted by Chuck Melton on Saturday the 9th. When I arrived at around 1:00 p.m. there was already a large puddle of gear oil on the garage floor in testament that this was not just a barbecue and beer party. It also showed what will happen when the tube between the funnel and the transmission fill port separates.

Brent Stewart was busy finishing up on installing a new window gear on



Rich Boschert uses Trevor's oil spill to conceal his own!



Together, Rich and Brent Stewart changed out Brent's window gears, and got his windows working better than new!



Chuck's house was filled with Panteras

his red Pantera with no shortage of advice on just what to do next. Trevor Fougere's Pantera was sitting over the oil puddle, but that was not the problem. He and Jim Kuehne were out getting a die to chase the threads on the studs that secure the rear deck latch to the chassis. The nuts had worked themselves loose and the latch, which was in the process of falling off, had badly beaten up the threads. With the latch

reattached to the frame and the car out of the way, Richard Boschert moved his green Pantera over the top of the oil puddle and changed out his transmission fluid. I think not cleaning the floor first was a way of covering up any spillage he might have caused and thus blaming it all on Trevor.

Again there was probably more time spent talking than doing, but still things did get done, and more cars are ready for our trip to Reno in June. Thanks to those club members who are willing to open their garages and yards, and to those who are willing to share their knowledge and skills with others. We are, as a club, both very lucky and very grateful.

See you at the next tech session!

Pre-POCA Fun Rally Tech Session Sunday, June 6th



***Richard Boschert's Garage
16310 Shannon Road
Los Gatos, CA 95032***

***(408) 836-7761
themonkey@yahoo.com***

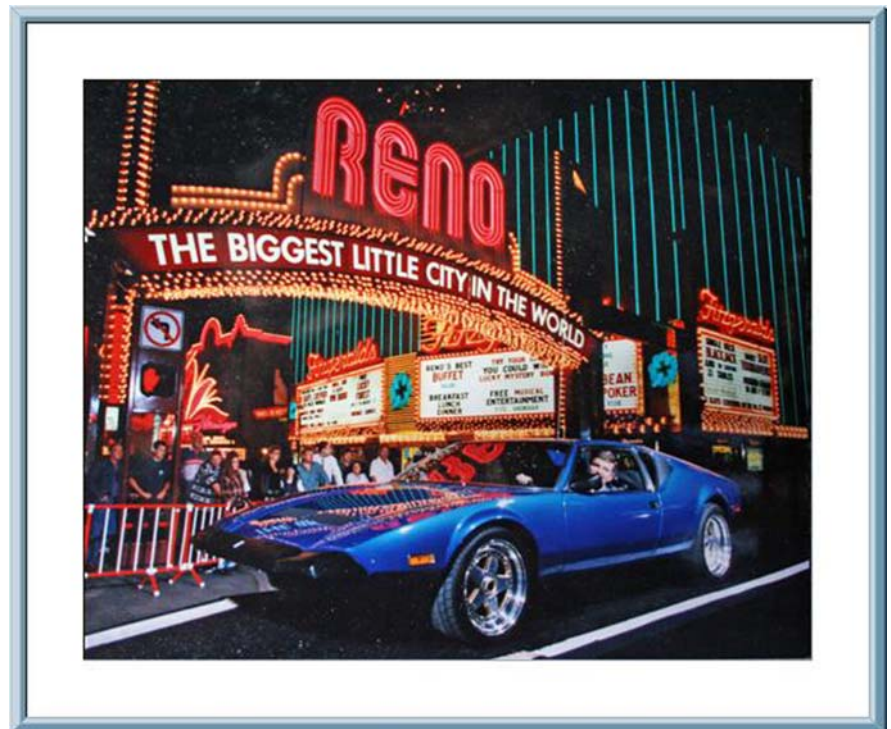
Is your Pantera ready for the POCA Fun Rally in Reno?

If not, time is growing short!

Come on out to Rich Boschert's house with a list of things to do, and the experienced hands of PCNC will help you get your car in shipshape!

Please bring your own drinks, your own meat to BBQ and a side dish to share.

See you there!



NEXT CLUB MEETING

**THURSDAY, May 28, 2009
8:00 P.M.**

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

UPCOMING CLUB EVENTS

- May 30-31 ————— Wine Country Classic Parking Corral (Nor-Cal SAAC)
- June 6 ————— Pre-Reno Tech Session (Rich Boschert)
- June 10-14 ————— POCA Reno Fun Rally (John Taphorn/Judy McCartney)
- June 11-12 ————— Reno-Fernley Speed Trials (Larry Finch)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

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