



news

www.PanteraClubNorCal.com

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Minutes of Meeting 30 June, 2009

The meeting was called to order by the president at 8:01. All officers were present except for Peter Kovacs, Brent Stewart, and the Renshaws. 38 people signed the roster, although there were probably a few more people present, and there were seven De Tomaso cars listed, although in fact there were nine Panteras in the parking lot (along with a Sunbeam Tiger and a 427 Cobra replica).

Changes To Last Month's Minutes: There were no changes noted.

Club Store Report: Rich brought "Mama Mia (Now That's Italian)" T-shirts in every possible size; he has them available with red, orange and yellow Panteras, for \$20.

Club Treasury Report: Steve was busy this month, receiving deposits from the track event and club store sales in Reno, as well as checks for ticket sales for the Monterey Historics races. Despite some hefty outlays of cash, our treasury remains healthy.

Club Membership Report: Part of the membership chairman's responsibility is to keep track of club points for the most active member award. Through June of 2009, the top ten most active members (in no particular order) are: Brent Stewart, Mark McWhinney, Mike Drew, Garry Choate, Peter Kovacs, Gary Kono, Russ Britschgi, Doris Britschgi, Rich Boschert, and Bob Benson.

Club Website Report: Mark and Garry continue to update the website on an almost daily basis with the latest information about upcoming club events etc.

Club Motorsports Report: Larry reported that we have just barely broken even on our Monterey Historics tickets, netting something like a \$40 profit. As for the Reno track event, we were budgeted to lose \$1500 this year, and the preliminary accounting shows that our loss is slightly more than that. The philosophy of the track event committee and PCNC board is that the track event has been a net earner for the club for some time, and we can afford one or two years of losses in order to build and grow the event. The move to Reno-Fernley Raceway resulted in a much better track, but unfortunately with higher costs.

Past Events:

Albino Tech Session: Kaizer and Lori Albino brought their Pantera to Mike Drew's house to have a number of items worked on, and a dozen people from as far away as Reno came over to help out. A great number of projects were attended to; see the article elsewhere in this newsletter.

Another tech session will be taking place at Garry Choate's house, probably on a Thursday. Once the date is set, Mark McWhinney will send out an e-mail blast. Anybody wanting to come play cars instead of being trapped in the office is welcome to come on down! We'll be removing and replacing the rear axles/bearings and front lower ball joints, welding up a broken shift lever trunnion bearing support, and a few other tasks. There's plenty of work for everyone!

San Francisco Concours: The inaugural San Francisco Concours was held on the grounds of the Presidio, and Tony Blevins showed his beautiful European Pantera GTS. The show was a great success, and it seems likely to grow in the future.

Barry Hosier Tech Session: Barry Hosier's moribund Pantera restoration finally started moving forward. Garry Choate, Randy Welch and Rick Miller all came over to help pull the dead engine out of



the car, but they pronounced the garage unfit for human habitation, so instead the entire day was spent cleaning out the garage! They then returned a few days later and did the job they had signed up for. It now just needs engine compartment detailing and a few parts to start the reassembly.

Maui Exotics: Steve and Linda Liebenow went to Maui on vacation, and while there they hooked up with the local Pantera crew and went to a Maui Exotics car show, which was held just a few blocks from their hotel. All sorts of Lamborghinis, Ferraris etc. (but no Panteras, as all the Pantera owners present brought their other cars) were on display. After the show they all pulled out and accelerated to the blinding speed of 45 mph—the fastest you can go in most parts of the island!

Steve says that they really long for some long, straight roads!

Upcoming Events:

Virginia City Hillclimb — 19-20 September: The Pacific Region of the Ferrari Club of America (FCA) will once again hold a two-day hillclimb in Virginia City, Nevada. This is a joint event shared with the Nor-Cal Shelby Club. This year at least three Pantera owners (Bob Benson, Dennis Antenucci and Julian Kift) will be campaigning their cars. You can find out more, and sign up for the event, at <http://www.ferraripacific.org/>

Comedy Day In Golden Gate Park — 20 September: Comedy Day is a free outdoor comedy concert featuring nearly 30 of today's top performers. It was founded in 1981 as a way for Bay Area comics to say thank you to comedy fans for their support and to The City that has nurtured so many comedians.

Roland Au is one of the event organizers, and arranges for Ferrari and Pantera owners to get the full VIP treatment. In exchange for displaying our cars in Sharon Meadows, we are given preferred seating right in front of the stage, free lunch and free drinks. More information can be found on the PCNC website. Please sign up in advance on the website so they know how many of us to expect.

All-Italian Car Show In Alameda — 11 October: Doug Abadie will once again be serving as the De Tomaso honcho for this fantastic show, which is a benefit held each year for the Alameda Special Olympics. It is sort of a Concorso Italiano Lite, with all sorts of Italian cars and motorcycles on display on the lawn at Lincoln Middle School in Alameda. This is a very laid-back, low-key event, with great food and music, and a very low cost. See the flyer elsewhere in this newsletter, and of course all the information will be available on the PCNC website; contact Doug if you're planning on attending and he will try to set aside parking for you.

Buy/Sell/Swap:

E-Bay De Tomaso Sign: An E-bay seller was offering up what appeared to be large De Tomaso signs. Chuck Melton expected it to be about four feet long, and was surprised when the box arrived and it was less than half that size. It's a very nice sign, but somewhat disappointing.

Panteras For Sale: There are several Panteras for sale in the area at the moment. Canapa Design has a white '73L that has only 100 genuine, original miles on it; it is as perfect as you would expect. #6879 sold in Monterey last year for \$80K at the RM auction.

Specialty Sales in San Carlos still has the red Pantera that they have been trying to move for about a year; Mike Drew conducted a full examination of the car for a potential buyer and found it fundamentally solid, but seriously challenged electrically. It will take a fair bit of time, but not very much money to turn it into a decent driver.



Specialty Sales'

Pleasanton Location is also offering up a yellow Pantera L once owned by the late and much-missed PCNC member Don Gerig. This solid, mostly original car, #6416, is stratospherically priced at \$59,990. You can find information on both of these cars at www.specialtysales.com

Finally, Jim Kuehne offhandedly mentioned that he has a white Pantera for sale, but chose not to share any other details. If you're interested, let him know!

News, Clues and Rumors:

Close, But No Cigar: Todd Rodericks took the opportunity to poke fun at the PCNC president, who has had months and months to get his Pantera ready for Concorso Italiano, but dragged his feet and now won't have it running in time. Garth updated the crowd on his project; while rooting around in his oil pan, he found a 5/16" allen drive, which apparently fell into the pan when a previous owner was trying to turn the oil pump by hand to get the distributor to line up. It has been there for many thousands of miles, and the edges are polished smooth, but it's otherwise in fine condition!

He has been trying to get a custom cam ground, with little success. He had planned to have Reed Cams make it for him, but they recently went out of business. E-mails to all the other major cam manufacturers have gone unanswered. It was explained to him that cam grinders are not 'engineers' but rather 'engine-eers'. The former group of people live and die by their e-mails, while the latter can rarely be bothered to even turn on a computer. That's why Alexander Graham Bell invented this thing called 'the telephone'.

Garth vaguely remembered that device, and announced he'd try to find one and try it out!

Ride Into Concorso?: Since his brother's Pantera is still on jackstands, Todd Rodericks is looking for a ride into the Concorso Italiano. Anybody who has entered their car and isn't bringing a passenger with them is encouraged to contact Todd; an orientation ride in the Tesla electronic roadster could easily be arranged!

GT40 Reunion: Mike Drew recently attended the Brian Redman vintage races at Road America, in Elkhart Lake, Wisconsin. This year the featured marque was the Ford GT40, and there were about 20 genuine GT40s present. In addition, numerous GT40 replicas were there,

with Superformance putting on an especially strong showing. There are several POCA members who own these cars, and Mike organized their group; four of them came from Houston, Little Rock, Chicago and somewhere in Missouri.

Mike got to drive three of the cars over the weekend, and got a ride in the fourth one, an absolute monster built by Mike Trusty from Arkansas. It was built as a no-compromise race car, with no heat shielding etc. It's unbearably hot and loud inside, and almost indescribably violent. The all-aluminum motor develops upwards of 700 hp, and the car is astonishingly fast—faster than anything Mike has ever been in. He likened the experience to being sealed inside a 55-gallon oil drum along with a couple of buckets of gravel, then pushed over the side of a mountain into a volcanic lava flow!

We Have Ignition!: Bob Benson brought his Pantera to a car show, where it resolutely refused to start at the end of the day. He had to fetch his trailer and drag it back to the shop. He sicced Rich Boschert on it, who tried all the usual tricks (new MSD box, new coil etc.) with no luck. They finally discovered that the ignition switch had conked out. Rich's dad took it apart, found a badly worn contact, spent a few minutes with a soldering gun and a file, and sorted it all out. If you have ignition switch problems, you now know who to call!

Driving For Dinner Raffle: The winner was Garry Choate.

Raffle Results: As the rafflemaster was absent, Trevor Fougere stepped in to run the raffle, with the following results:

Third brake light — Tom Galli
Matchbox-like Panteras — Garry Choate
Wine — Steve Liebenow
Wine bottle opener — Ron DeMaderios
Car duster — Pam Sharp
Ratchet kit — Brett Santos
Allen wrench set — Diane Dean
Matchbox Pantera — Russ Britschgi
Mini-Dremel tool — Tom Galli
Grease gun — Darryl Johnson
Ratcheting screwdriver — Todd Rodericks
Multimeter — Brian Bernard
Two flashlight kit — Brett Santos
Quick detailer — Forrest Goodhart
Video (donated by Brett Santos) — Brian Bernard

The meeting adjourned to the parking lot at 9:20 p.m., with the last members leaving for home just before midnight!

Membership News

New Members for August:

Aaron Reed of Los Osos. Aaron first joined POCA back in '84 and served as POCA Newsletter Editor in '86. He had owned a red '72 Pre-L Pantera that was totally stock, but he sold the car and moved to Hawaii for a few years. Now he is back on the mainland and is into hot rods and muscle cars. His interests, of course, are in concours, road trips and social events. Some of you from a few years back may remember Aaron from the "old days" and the big Fremont Street displays at the Las Vegas Fun Rallies. Welcome back to POCA and welcome to PCNC.

Al Solis of Fresno. Al is new to both POCA and PCNC. His interests are concours and rallies. I tried to contact you Al, but you must be on vacation or something. However, rumor has it that Al once owned a red '73 so we can say he is in between Panteras at this time. Welcome aboard, Al, welcome aboard.

August Membership Anniversaries:

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

Jack and Judy DeRyke: twenty-nine years

Jim and Anita Kuehne: twenty years

Guy Dellavecchia: ten years

Rich Mathews: nine years

Paul DaCruz: six years

Don and Vida Lima: one year

Forest and Judy Goodhart: twenty-one years

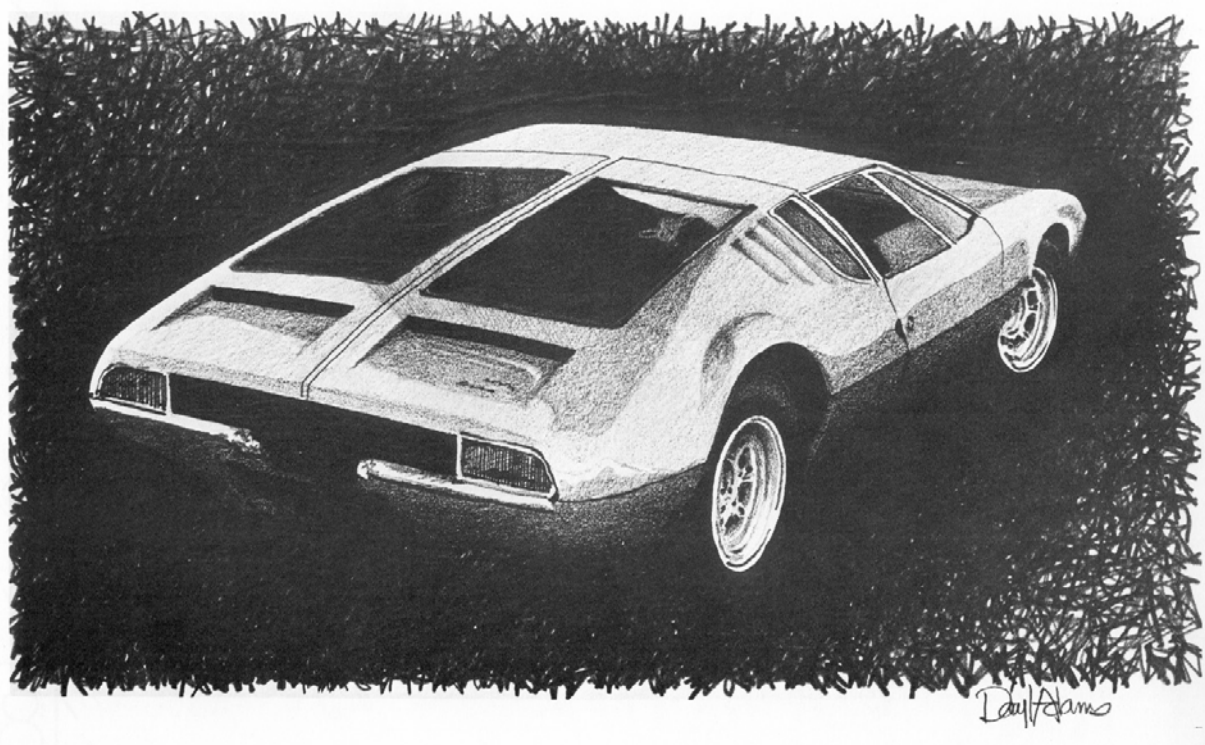
Charlie and Karen Puckett: seventeen years

Tom Galli: nine years

Kenn Roberts: nine years

Dan Patterson and Paul Goddy: two years

Steve Neff: one year



Lori Albino Tech Session I

Story by Mike Drew

Photos by Mike Drew, Chuck Melton, Trevor Fougere, and Emilia Seiferling

The members of PCNC are always eager to help one of their own, and that was amply demonstrated at Mike Drew's house, when more than a dozen people gathered to spend the day working on the Pantera owned by Lori Albino and her son, Kaizer Jr.

When Kaizer Sr. suddenly passed away after a short illness, one might have expected Lori to sell the Pantera. But instead she and her son Kaizer Jr. decided to keep it, as a rolling legacy and tribute to Kaizer Sr. Neither of them were overly familiar with the car however, and they asked me to come and give it a quick once-over, so they could feel comfortable driving it.

The examination revealed that the car was in very good condition overall, but it had some definite needs. And thus a plan was hatched to bring the car to my house, create a lists of tasks, and then hopefully delegate many/most of those tasks to whoever chose to show



There were people simultaneously working over, under and around the car all day long; an amazing amount of progress was made as a result



One of the first jobs was to remove the steering column, and address the undesirable slop therein. Here Kaizer Albino Jr. sets to the task

up and help out.

Vacaville can become Africa-hot in the middle of the summer, and in anticipation of that, the decision was made to start unusually early, at 7:00 a.m. I assumed that it would be just me and Kaizer initially, with others trickling in as the day went on; imagine my surprise when Paul Bowden showed up at 6:50. He immediately went to work preparing the new starter for installation, and was bleeding within minutes. Band-aids were retrieved and employed

to good effect; this would not be the last time this happened today!

Kaizer arrived soon afterwards, with a Pantera filled with breakfast goodies, and soon the car was in the air and muffins and orange juice were being consumed with both hands!

Not long afterwards, various Panteras began pulling up and eager helpers climbed out. Julian Kift even drove his '84 Pantera GT5 all the way from Reno!

With the car in the air, Mike and Kaizer tore the steering column out to diagnose and repair some excess slop in the system, while the others systematically pulled all four coilovers and removed the spring spacers, then reinstalled them. Once that was done, the brake fluid was flushed and the system filled and bled, using ATE Super Blue brake fluid, and Mike's Motive Products Power Bleeder.

The clutch had been equipped with a long-throw slave cylinder, but the original plastic clutch line remained. Clutch throw was less than adequate, but prior to adjusting it, the plastic line was replaced with a braided stainless steel hose, and new fluid was used. By

simply adjusting the pushrod on the slave cylinder, a whopping .050" of clearance was obtained, ensuring long life for the gearbox synchros.

Both doors were suffering from decayed rubber trim, and Kaizer had some new replacement rubber in a box, so a couple of guys stripped away the old and installed the new. One of the chrome side marker bezels was looking pretty grim, but a new replacement was in-hand. Unfortunately one of the mounting brackets was already gone, and the second one broke when



Steve Dalcino removes a front shock while Jim Seiferling (Capitol Panteras co-president) tries in vain to muscle a new headlight limit switch past the radiator



Julian Kift (here showing the starter who's boss with a die grinder) wore this impish grin all day!

the old bezel was being removed. After much brainstorming and what-iffing, a clever plan was hatched, a bit of fabricating took place, and soon the new one was securely in place.

About this time, Lori showed up with another

heaping pile of food and drinks, ensuring that all the players were well-fed throughout the day!

What should have been a simple task was fraught with challenges for Julian and Paul. The stock starter was tired indeed, and a new lightweight gear reduction starter from DB Electric was procured. The new starter has a much thicker mounting flange, which neces-



The new starter had a thicker flange, requiring longer starter studs. The holes in the bellhousing had to be tapped further

sitated changing the starter studs. This was more difficult than anticipated, and eventually both holes in the bellhousing had to have their threads chased with a tap before the new studs would go in cleanly.

The starter then resolutely refused to go into place. The holes in the starter were slightly smaller than the studs, and needed to be enlarged with a die grinder. Then, the sheetmetal shield in between the gearbox and the engine was just so slightly offset, and more grinding, filing and muttered profanity ensued. Several hours later the starter was finally up and running.

One critical task was to have been repairing the headlight erection mechanism. Both limit switches were missing and the up/down wires were just floating in the breeze. Unfortunately access to the limit switches is restricted by the radiator, and as a new radiator was to be installed in the near future, it seemed pointless to drain and refill the cooling system, only to have to do so again in a few weeks, so that job was set aside for an upcoming tech session.

Being an early flat-decklid car, this



Paul Bowden was the other half of the starter-changing team, and worked tirelessly both under and on top of the car until the job was done



After the clutch was adjusted, a feeler gauge was used to verify the adjustment; the long-throw slave cylinder certainly lived up to its billing, delivering almost twice as much clutch movement as the stock unit



Emilia Seiferling, the other half of the Capital Panteras leadership team, enjoyed the shade and worked on needle-point all day

Pantera was equipped with a very rudimentary decklid striker. The later version is far superior, but unfortunately it mounts in a different manner. In order to install it on this car, a pair of holes needed to be drilled and rivnuts (also called nutserts) had to be installed. In order to determine the proper location for the holes, the smallest member present, Jim Seiferling, was 'voluntold'

to climb into the engine bay and have the decklid closed upon him. Armed with a flashlight and a marker, he made the appropriate marks, then Julian and Mike drilled the requisite holes, installed the studs and the striker, and then painstakingly adjusted the latch.

With the afternoon growing long, several people set off for home even as others arrived. Mike Haney helped in-

stall a new gas tank splash shield (the early cars have a half-height shield while the later ones used a much more effective full-height version; I happened to have one of the latter in my extensive parts stash, and a bit of fabricating and metal-work was necessary to get it mounted). Barry Hosier helped change the engine oil, and Mike Haney shortened the dipstick tube so that the too-short dipstick now read properly.

The car's unwillingness to go into reverse was troubleshot, and the distressing diagnosis was that the sheetmetal support for the trunnion bearing was cracked in two places, and so the shift linkage was moving side-to-side, consuming some movement that was needed to get the gearbox into gear. Each shift wiggles this support, and it's only a matter of time before it breaks off entirely and the car is immobilized.



The exalting joy that Jim felt at being able to capitalize upon his small stature to help install the decklid striker is evident upon his face! Note the fresh blood on his forearm—a theme throughout the day as an unusually high number of people managed to bang, scrape and otherwise mangle themselves

With the shadows growing long, the car was finally placed back on the ground, final goodbyes were said, and everyone returned home. We had ac-

complished an awful lot in a short amount of time, thanks to teamwork and cooperation.

There are two more tech session planned for this car. Next up is to replace the rear axles and wheel bearings, and front ball joints, and at the same time, weld up the broken trunnion bearing support. This will probably take place on the Thursday of the club meeting, at Garry Choate's house.

Then, sometime towards the end of September, another tech session will take place at my house, where the entire cooling system, (radiator, hoses, hard lines, and fans) is ripped out and replaced with new bits; at the same time, Jim the electrical guru will sort out the headlight system.

Watch for e-mail blasts from Mark McWhinney as the dates for these tech sessions are firmed up, and come on out and lend a hand!



Those who couldn't be bothered to break from work were instead fed on the spot while they worked—first-class service!

POCA FUN RALLY 2010

June 2- 6, 2010

Save the Date!

The Fun Rally Committee is pleased to announce that the 29th annual POCA Fun Rally will be held in Reno, Nevada at Circus Circus from June 2nd through June 6th, 2010. PCNC has reserved the race facility at Reno-Fernley for the driving education experience for Thursday and Friday, the 3rd and 4th.

We are very enthusiastic about returning to Reno in 2010. The Committee received wonderful feedback from De Tomaso owners in attendance; the hotel staff and community at large were very friendly; the hospitality suite can accommodate our cars; the hotel and city environment were clean and safe; the quality of the raceway facility delighted the participants and Reno/Tahoe has wonderful driving roads and destinations. In addition, we found the Circus Circus business department to be both attentive and accommodating which creates a better result for the Fun Rally.

As strong as the event was in 2009, it will be even bigger and better in 2010. Fresh experiences will greet new comers and last year's participants as well. We look forward to seeing you there. Please mark the dates on your calendar and prep your cars early.

John Taphorn and
Judy McCartney
Fun Rally Co-chairs



Comedy Day Car Show

Sunday, September 20, 2008

Sharon Meadows in Golden Gate Park

Comedy Day has been a fantastic event for us for the last few years. It is a "battle of the bands" style event with 30 comedians from around the country doing 5 to 10 minute sets over the course of five hours. It is held in an open field in Sharon Meadows in Golden Gate Park. It is open to the public with thousands of people gathered around the main stage.

Of course, what is comedy without a collection of exotic Italian cars? So naturally, we have a car corral next to the stage with De Tomaso, Maserati, Lamborghini, and Ferrari cars.

Everyone who displays their car on the grass in Sharon Meadows will be seated in the VIP section at center stage. We will also get backstage passes to mingle with the comedians and partake of the sumptuous buffet and open bar.

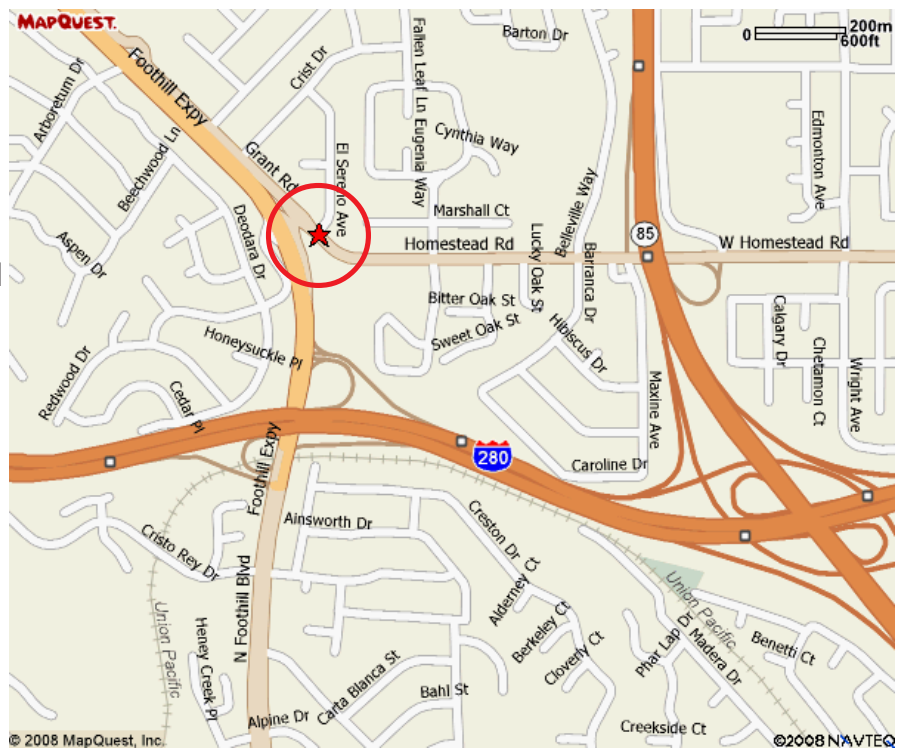
We will have a caravan from the South Bay leaving at 9:15 a.m.. The meeting point is the Trader Joe's parking lot (2310 Homestead Road, Los Altos) near 85 & 280. There is a gas station and drug store there for your last-minute needs. (see the map to the right).

We will head up 280 and make a quick stop at the Father Junipero Serra rest stop just north of the 92 interchange to pick up drivers from the peninsula. The cars will be in place at Golden Gate Park at 10:30. The show starts at noon.

The cost is \$0 (zilch, nada, nil, squat) and includes lunch, open bar, VIP seating, and backstage passes. It is hard to beat this deal!

Please RSVP to Mark McWhinney (msm@portata.com) to let him know that you are coming so that we can get the backstage passes and badges printed.

For more information, see the PCNC website at www.panteraclubnocal.com and the Comedy Day website at www.comedyday.com.



*All-Italian Car
Show Flyer
(PDF file)*



Russ Britschgi
143 Carlyn Ave.
Campbell, CA 95008

NEXT CLUB MEETING

**THURSDAY, August 27, 2009
8:00 P.M.**

**COCO'S RESTAURANT
1209 OAKMEAD PARKWAY
SUNNYVALE, CA**

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

September 19-20 — — — — Ferrari/Shelby Club Virginia City Hillclimb (Bob Benson)

September 20 — — — — — — Comedy Day in Golden Gate Park (Mark McWhinney)

October 11 — — — — — — — — — — All-Italian Car Show in Alameda (Doug Abadie)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH