



**pantera**  
CLUB OF NORTHERN  
**california**



# news

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

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## Minutes of Meeting 19 November, 2009

The meeting was called to order at 8:00 p.m. by Garth Rodericks, enjoying his last meeting as PCNC president. All officers were present except for Larry Finch, Brent Stewart, and Peter Kovacs, who had one kid with the swine flu and another with pneumonia! There were 39 club members present, and five Panteras in the parking lot.

**New Members/Guests:** The club welcomed **Ron Givins**, who seems to come to one PCNC meeting about every five years or so. He has two Panteras, and one of them is 'really hot', i.e. it was burned out in a fire!

**Charles Rosebuck** from San Mateo has a white '71 pushbutton, serial number 1300. It's completely stock. Welcome aboard!

**Changes To Last Months Minutes:** There were several typos in last month's newsletter, caused because the editor pulled an all-nighter to get the newsletter to the printer on time. There were no substantive errors however.

**Club Store Report:** Richard had some PCNC 'hoodie' sweatshirts, with a drawstring on the hood, for \$25. Also, Russ Britschgi showed off a fleece vest from the Porsche club, embroidered with their logo, and suggested it might make a good new item for the PCNC store.

**Club Treasury Report:** Steve received a check from POCA for our quarterly membership rebates, and one newsletter subscription from a POCA member in another chapter. The treasury is still on solid footing.

**Club Membership Report:** A Pantera owner has been unearthed in Scotts Valley, named Kim Painter. He may be joining the club. Also, this was Russ Britschgi's final membership report, after more than 20 years of service to the club in this capacity. Thanks Russ!

**Club Website Report:** Mark has successfully gained employment and is no longer a member of the leisure class, so he has made no big changes to the PCNC website. The POCA website has been updated to include membership renewal (or new membership) online.

### **Past Events:**

**Lori Albino Tech Session #3:** Some members of PCNC gathered at Mike Drew's house to help tackle a variety of big jobs on Lori Albino's '71 Pantera. An entirely new cooling system was installed, and the headlight system was also made functional for the first time in many years. See the full story elsewhere in this newsletter.

**Goodguys Car Show:** The Goodguys car show was held on the same day as the tech session; some people elected to show off their cars instead, and they got rained on! (Some might call that 'carma') Fortunately the weather cleared up by the afternoon so they were able to salvage their day. There were several PCNC members present, but no Panteras on display.

### **Upcoming Events:**

**Superbowl Party/Tech Session — 7 February:** Pam and Roger Sharp have kindly offered up their home in Morgan Hill for our traditional start-of-the-year party and tech session. Lori's Pantera is going to receive a new clutch, and that should be the end of the series of Lori Tech Sessions as the car will then be perfect! Others are welcome to bring their projects also.

There will be several different kinds of chili available; everyone is invited to bring their own meat to grill (if desired) plus a side dish to share.

In the afternoon, some sort of athletic competition will be taking place, and some people will be watching it on television. There may be some sort of wagering going on as well.

See the flyer elsewhere in this newsletter, or check the PCNC website for all the particulars.

### **Club Business:**

**PCNC Elections:** Ballots were passed out and then collected; the results were tabulated with the winner to be announced at the PCNC Christmas Party.

## **Buy/Sell/Swap:**

**Four-point Harnesses:** Ken Levin has two complete sets of Hall Pantera four-point shoulder harnesses, plus a shoulder harness bar, for a '71 Pantera. Contact him if you're interested.

**Mustang Project:** Brian Bernard has an '85 Mustang convertible with a bad automatic transmission, but a new top. Yours for \$400!

**Heater Hose Restrictor:** Steve showed off an OEM Ford part, a heater hose restrictor. This consists of a half-inch copper pipe plug with a quarter-inch hole drilled in the center. It's inserted into the hose where the water exits the motor and goes into the heater core.

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

**Mangusta Score:** A Mangusta came up for sale down in Temecula, a black two-headlight car. It was an estate sale, and the family just wanted to dump it. The asking price was only \$38K! An enterprising San Diego Panteras member raced up there and bought it. It's probably worth close to double what he paid for it. Well-done!

One unique feature of the car is that it has a home-made chrome front bumper!?

**Awesome Pantera For Sale:** Don Byars is brokering the sale of an absolutely fantastic, cost-no-object '71 Pantera. It features an aluminum engine, flawless deep blue paint, and every bell and whistle you can think of. It's expensive, but the asking price is probably just a bit more than half what the owner has invested. If you've got deep pockets and are after the ultimate Pantera, give him a call!

**Garth's Motor Moves Forward:** Garth Rodericks had finally ordered and received a custom cam for his new stroker engine; he got it from an outfit called Oregon Cam Grinders. Hopefully assembly will be underway soon.

**Airstream Anyone?:** Todd Rodericks is looking for any classic Airstream camper trailers. If anybody has a line on one, please let him know.

**Tuff Dawg Engines?:** Patrick King is considering the purchase of a crate 351C stroker motor from Tuff Dawg Engines in Phoenix (<http://www.tuffdawgenines.com/>) and wants to know if anybody has any first- or second-hand experience with them. If so, please give him a shout!

**Driving For Dinner Raffle:** And the winner was Trevor Fougere.



**Raffle Results:** The hat was passed, the tickets were sold, with the following results:

Ghia body design blueprint poster — Bob Benson  
Aqua globes plant watering device — Brian Bernard  
Flowmaster Chevy poster — Trevor Fougere  
Clamp-on multimeter — Ron DeMaderios  
Nutdriver set — Trevor Fougere  
De Tomaso flag — Ron Givens  
Motorcycle tiedowns — Brian Bernard  
Flashlight/headlight combo — Doris Britschgi  
McGuier's quick detail kit — Barry Hosier  
Window/headlight gear — Barry Hosier

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

## Membership News

### New Members for December:

We have three new members:

**Massimo and Galena Cavallaro** of Menlo Park. They joined through POCA so I do not have much information on them or their car. I tried the e-mail route but have yet to receive anything back. However, I do know that Massimo has built and shown several custom motorcycles in the past, so we can expect to see a very clean and shiny Pantera one of these days.

**Ken and Laura Painter** of Scotts Valley who own a silver '74 Pantera. The car has been in the Painter family for about 15 years, but now Ken and Laura have it. They also have garage space for it so that probably has something to do with its location. Right now they plan to just enjoy the sight of the good Italian design and sound of the big American V-8.

**Dennis Sellen** of Castro Valley recently joined through POCA. I have not yet had time to make contact with him, but Dennis lists his interests as being road trips along with technical and social events.

### 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:** 10 years

**Mark McWhinney:** 8 years

**Marcus and Irene Smith:** 4 years

**Roger and Thelma Brotton:** 3 years

**Jerry and Ora Lee Meinecke:** 3 years

**Jon and Olivia Linke:** 10 years

**Peter and Christine Kovacs:** 6 years

**John Allen:** 3 years

**Trevor Fougere and Jill Lee:** 3 years

**David and Jen Van Deren:** 3 years

# All-Italian Car Show

*Story and Photos by Mike Drew*

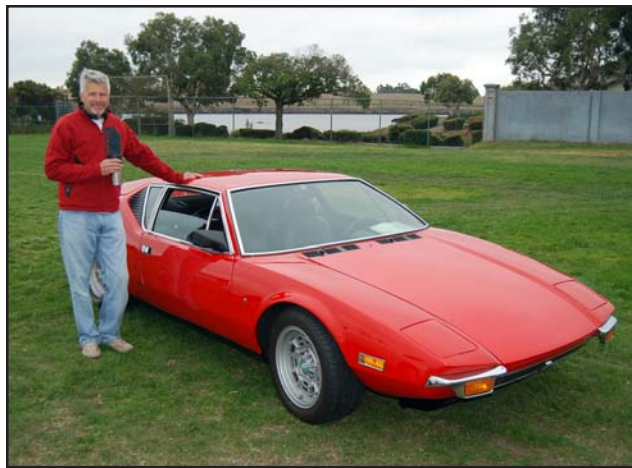
Each year, the Alfa Romeo Association of California stages an all-Italian benefit car show for the Alameda Special Olympics. This low-key show is held in a most out-of-the-way location, the Fernside Middle School athletic field, buried deep in a quiet residential Alameda neighborhood.

Despite the fact that it receives very little publicity, it is very well-supported by the various Italian marque clubs in the Bay Area. It's sort of a Concorso Italiano Lite, as it is free for participants, and spectator entry is only \$5. The club sets up a fantastic buffet luncheon and also holds a raffle, which is probably where the bulk of the day's proceeds come from.

PCNC has always done a great job



*Jim and Emilia Seiferling set up a morning picnic including hot coffee!*



*Lee Farrell brought his almost completely original red '71 Pantera to the show*



*Nancy Haney was quickly fed up with the cold and retreated to her car....Say "Cheese!"*



*By mid-morning, the grass was covered with Italian cars, and more continued to trickle in as the day went on*

of supporting this event, and this year was no different; ultimately there were 15 De Tomaso automobiles on the grass (including two owned by perpetual non-club-joiners).

The morning dawned unseasonably cold, with a low overcast ceiling that seemed resolute in the extreme, and unwilling to burn off. Those who had the foresight to bring jackets and hats were thankful; those that didn't suffered, or took refuge in their cars!

There was no attempt to segregate the cars by marque, and



*This battered Alfa Romeo Giulia Sprint GT Veloce exhibited more passion and enthusiasm than another car on the grass. Its teenage owner had worked night and day to get it running, and proudly drove it despite the caved-in roof and missing glass*



*Tom Galli proudly showed off the unique aspects of the De Tomaso Mangusta to Italian car fans, all day long*



*Tony Blevins has only owned his '73 European GTS for a short time, but he is enjoying it to the fullest!*



*This Pre-L Pantera is owned by a fellow who appears at this show each year, but isn't in the club. It looks reasonably ordinary (that is, as ordinary as a Pantera can ever look!) until you lift the decklid, where you are then confronted with an absolute animal of a 351 Cleveland!*



as a consequence the Panteras (and Tom Galli's Mangusta) were scattered all over the place. This is a good thing, for it affords us the opportunity to mingle with the owners of other marques, admire their cars, and have them admire ours.

One of the most noteworthy cars was an Alfa Romeo Giulia Sprint GT Veloce, which was looking unusually battered. It had been taken on a drive through the Sacramento river delta region, and was parked on the shoulder of a



*This 1955 Abarth 207/A was assuredly the rarest car at the show*



*The epitome of '60s GT Man style and grace—the Maserati Ghibli Spyder SS, a Guigliaro masterpiece and arguably one of the most desirable cars in the show*

levee when the levee gave way! The car slowly tumbled and rolled over onto its roof! In disgust, the owner just parked it in a garage and threw a sheet over it for years.

It was then purchased by an Alfa club member, who kicked the roof back up to make it drivable and gave it to his young teenage son. His son worked relentlessly on it in order to return it to running condition, and was proudly showing it right alongside Ferraris etc. and



*Nothing could be better for blasting across an Arabian Desert than a Lamborghini LM002*



*This lovely '72 Pre-L is owned by a fellow named Carl Shackleford, and is almost completely original*



*Even Mike Drew's rarely seen Pantera found its way onto the grass...*

deservedly so! This winter the car is due to have the bodywork done, and by next year it should be looking like new.

Because the show was staged by the Alfa Romeo club, there was a high density of Alfas on the grass, but there were numerous examples of the other Italian marques as well.

Many people agreed that the sleekest, sexiest car on the grass was a beautiful Maserati Ghibli SS Spyder. This car offers Ferrari Daytona style and performance for a fraction of the cost, but in top-shelf SS specification, it's by no means cheap. The Guigiaro styling licks are clearly recognizable to students of automotive design, and this car (along with the Mangusta) shows why he is considered the best auto stylist that ever lived.

Probably the rarest car was a 1955 Abarth 207/A Spider sports racer. This car was the first in a series of perhaps a

dozen similar cars, which featured a unique boxed-steel chassis, and exquisite bodywork by Carrozzeria Boano. It was powered by a heavily Fiat 1100 engine, whose 66 hp was almost double the standard engine's output!

This car raced in the 1955 Sebring 12-Hour race, and was leading its class until an unscheduled fuel stop just before the finish forced the driver to surrender the lead.

Lamborghinis were rather thin on the ground, but one of the rarest of that marque stood in the center of the show—an LM002. Known as the “Rambo Lambo”, this ultimate 4x4 was designed as a military vehicle, optimized for use in the desert. Although some were purchased by the Saudi military, most of the 301 built were sold to wealthy Saudi sheiks. Powered by the same V-12 engine as the Countach, and equipped with a massive 76-gallon fuel tank, and enormous 325/65-17 Pirelli Scorpion tires, it was

perfectly suited for high-speed travel across desert sands, and even more out of its element on American roads than a Hummer.

By mid-afternoon, the grounds were filled with over 200 Italian cars and motorcycles, but sunshine was still noticeably absent. Instead of trickling away one by one, the members of PCNC all jumped into their cars together, fired them up, and made one ceremonial lap around the periphery of the field before setting



*The Dalcino's kitchen was filled to overflowing with food of all kinds—a veritable feast!*

off in a group.

Our destination was the wonderful San Ramon home of Steve and Merry Dalcino. They promised to host a small after-party with some snacks. This was a terrific understatement, for when we arrived we discovered that in fact they'd laid on an incredible feast for us!

We all enjoyed a tour of the house, including Steve's incredible model-railroad-in-progress in his large attic, and then settled down in the backyard as the food and refreshments kept flowing well into the evening.

It was a fantastic day, one of shared passion directed towards a good cause, followed by a wonderful party, thanks to the Dalcinos. Hopefully we'll see even more PCNC members present next time!



*Climbing over the hill to San Ramon enabled us to find pleasant sunshine at last!*



# *A De Tomaso Geek-Level Analysis of* **The Ferraro Pantera GTS** **Steering Wheel**

*Story and Photos by Mike Drew*

In 1972, De Tomaso chose to develop an upmarket version of the Pantera, separate and distinct from the cars that were being produced and sold by Ford in the USA. The resultant Pantera GTS featured a host of detail improvements that incrementally increased its performance, comfort, and style above that offered by the standard production Pantera.

The Pantera GTS proved popular among European customers, and anecdotal evidence indicates that it outsold its more mundane sibling once it became available. Seeing this, Ford decided to follow a similar path, and independently developed the US-market Pantera GTS.

While the European car was argu-



*Here's an overview shot of the face of the USA-model Pantera GTS steering wheel. Although it bears a striking resemblance to the Momo Prototipo, it differs greatly in detail.*

*The prototype's interior featured a European GTS dashboard (fiberglass upholstered in Alcantara, a synthetic cloth that looks and feels like mouse fur, invented in 1970), and the later L-model front and center console. The production cars used standard L-model molded dashboards and consoles, with the only modification being the addition of the Veglia clock on the passenger side, as on the European cars. The other significant change is the substitution of the Ferraro three-spoke steering wheel*

ably better than its normal counterpart mechanically, the US version would be a cosmetic package only, copying the distinctive GTS paint scheme, fiberglass flares, and utilizing some (but not all) of the interior upgrades

from the European GTS.

One of the big improvements found on the European GTS was the steering wheel. The Pantera was normally equipped with a very cheap-looking wheel lifted from the Ford Capri. However, the European GTS was graced with a Momo Prototipo wheel.

Historically, De Tomaso had chosen Ferraro wheels for his cars (the Vallenga, Mangusta, and the Pantera prototype and very early pushbutton cars all used Ferraro wheels, as did the various De Tomaso race cars), and it is perhaps due to this that when Ford

chose to make their own version of the Pantera GTS, the Momo wheel was set aside, and a new, similar design was chosen from Ferraro.

Very little is known about the Ferraro company or their products (even Google returns nothing?), and generally Ferraro wheels are exceedingly rare. As far as I've been able to determine, the three-spoke wheel as fitted to the US GTS was unique to those cars, and never graced any other production automobiles, making them exceedingly rare indeed.

By pure coincidence, not one but two genuine US GTS steering wheels

came up on E-bay in December; because nobody knew what they were, they sold for considerably less than they are arguably worth. One of these wheels passed through my house on its way to its European buyer (who owns a US-market GTS that inexplicably had the beautiful wheel replaced by a much more modern-style Sparco wheel by a previous owner). Given their rarity, there is a good possibility that the buyer has purchased his original wheel back!

This was my first opportunity to closely examine the Ferraro GTS wheel, and I found it a fascinating exercise. The photos tell the story....



*The steering wheel center used a Ghia logo instead of the De Tomaso logo. Note the socket head cap screws; this is the only GTS wheel I've ever seen that didn't use flat-head machine screws; I suspect that they were replaced when the wheel was changed*



*Unlike the original Momo Prototipo as used on the 1972-73 European GTS, which was completely flat, the Ferraro wheel has a noticeable dish to it.*



*US crash laws mandated a collapsible hub for the steering wheel. On the Ferraro wheel, this hub is concealed beneath a slip-on plastic sleeve, which isn't formally anchored to the wheel. Instead, the inside of the sleeve is just slightly smaller than the protruding ends of the socket head cap screws which secure the wheel to the hub, so it just barely slides over them, securing it in place. The leather wrapping has a seam all the way along the back side of the rim, which isn't stitched at all. The material is simply glued to the wheel itself, unlike the Momo which is stitched all the way around. The Momo wheel has the 3- and 9-o'clock spokes wrapped with leather, but the one at 6 o'clock is not, while on the Ferraro wheel, all three spokes are wrapped in the same fashion, and stitched*



*The Ferraro wheel, laid up against a later GT5-style dished Momo Prototipo. The Ferraro wheel diameter is 360mm, or 14 3/8 inches. The Momo is 350mm, or 13 3/4 inches. The standard Pantera wheel is 355mm, or 14 inches.*



*The Ferraro logo is stamped into the center spoke*

# Super Bowl Party, Chili Feed, and Tech Session

**When:** Sunday, 7 February  
9:00 a.m. to ??????

**Where:** Roger and Pam Sharp  
445 Valley Oak Drive  
Morgan Hill, CA 95037  
(408) 489-9442

**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. We will be performing a Pantera clutch change, among other tech session



projects.

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.





Russ Britschgi  
143 Carlyn Ave.  
Campbell, CA 95008

## NEXT CLUB MEETING

**THURSDAY, January 28, 2010  
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

February 7 ————— Super Bowl Party/Tech Session (Roger Sharp)

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