



news

www.PanteraClubNorCal.com

Volume 37

Issue 2

February 2010

PRESIDENT

Ron DeMaderios
(650) 365-5314
ZCremator@comcast.net

VICE PRESIDENT

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

SECRETARY

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

TREASURER

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

CLUB STORE

Rich Boschert
(408) 358-1485
TheeMonkey@yahoo.com

LIBRARIAN

Forest Goodhart
(831) 724-3763
ForestG@att.net

RAFFLE CHAIRMAN

Roger Sharp
(408) 463-9442
PPRSharp@aol.com

NAME BADGES

Bob Lucas
(408) 241-4107
DeTomCat5009@yahoo.com

WEBMASTER

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

**MEMBERSHIP
COORDINATOR**

Brent Stewart
(408) 768-0649
BJBStewart@yahoo.com

**EVENTS
COORDINATOR**

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

**MOTORSPORTS
COORDINATOR**

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

Minutes of Meeting 28 January, 2010

The meeting was called to order at 8:01 by new president Ron DeMaderios. All officers were present except for the Renshaws, and Mike Drew, who was down in southern California due to the recent death of his girlfriend, Julie. The meeting was unusually well-attended, with 47 members present and four Panteras in the parking lot!

New Members/Guests: Dan Lem brought his friend **John Cho**, who owns a 1973 Pantera GTS that he purchased way back in 1975! It only has 12,000 miles on it, and he confessed that it's sitting on flat tires, and the car will need some work to be roadworthy again. That sounds like a challenge!

Bayani Panis was a PCNC member more than 20 years ago, before he moved to Oahu, Hawaii. He came back to the Bay Area on vacation (yes, people who live in vacation spots go *elsewhere* for

their own vacations!) He is the president of Paradise Panteras, the Hawaiian POCA chapter which was formed about four years ago. They currently have most of their members on Oahu and Maui, but others are scattered among the remaining Hawaiian islands as well.

Corrections To Last Month's Minutes: In the December issue's Club Membership report, a potential new member named Ken Painter was misidentified as 'Kim'. Also, the 'past events' section briefly discussed Lori Albino's Tech Session #3 with the promise of a full article later in the newsletter; in fact that article appeared in the following month's (January) newsletter.

Club Store Report: There was no store report this month.

Club Treasury Report: Steve reported that there was some minor cash intake and equally minor cash exhaust, but that the overall status of the treasury remains 'healthy'.

Club Membership Report: New Club Membership Chairman Brent Stewart gave his first-ever report, informing the members present that the new PCNC club rosters are at the printer, and will be distributed at the Super Bowl party to those present; the remainder will be mailed. If you haven't received your roster by either means, please contact Brent.

Club Motorsports Report: Larry Finch had sad news to share. The PCNC track event to be held in conjunction with the POCA Fun Rally had to be canceled due to the failure of the track. The track was being managed by a fellow who was leasing the land, and when he couldn't make his lease payment, the owner evicted him! However, the owner has no ability to manage the track, especially since all of the improvements belonged to the former manager, who predictably took them all with him when he left! So now a fully functional racetrack has been turned into nothing more than a ribbon of pavement in the desert, totally unusable for anything.

Negotiations have been underway to attempt to find somebody willing to invest in the track and return it to a functional state, but thus far there has been no luck there. Although it's likely that the track will reopen at some point in the future, it seems doubtful that it will be open anytime this year.

Fortunately PCNC had not made any deposits to hold the track, and thus we are not financially impacted. There was brief discussion of staging some sort of alternate motorsports event (autocross etc.) but those ideas quickly fizzled out. We just have to wait and see how 2011 shapes up.

Club Website Report: Mark and Garry have been continually updating the PCNC website with respect to upcoming events, and posting the PCNC newsletter online, but otherwise there haven't been many substantive changes to the site's content.

Past Events:

PCNC Christmas Party: Garry and Sue Choate were given a well-deserved round of applause for all their hard work on the Christmas party. Sue, Lori Albino and Merry Dalcino spent a ten-hour day making the Pantera Christmas ornaments, and on the night of the party, Sue and Garry were aided by Steve and Merry Dalcino, and Barry Hosier and his family, setting up all the decorations! Although Garry and Sue are proposing a move to the Sierra foothills, we are lobbying heavily to get them to stay on and continue their great work!

Unfortunately, Rich Boschert wasn't at the party so he wasn't there to be presented with his award for being one of the club's most active members in 2009; he received his award at the meeting instead. He also received two awards for staging two tech sessions at his house.

Also, Mark McWhinney's organization of the Comedy Day event had been overlooked, so he was presented with an award at the meeting as well.

Upcoming Events:

San Simeon Tour — 10-11 April: Gary and Mary Ann Kono have organized a weekend road trip/tour of San Simeon and Hearst Castle. The highlight of the trip is driving down the Pacific Coast Highway (Highway 1). Many car magazines regularly rate this as the best driving road in America. The group will meet in Scotts Valley and leave at 10:00 a.m. The caravan will stop for lunch in Big Sur, and then we will drive to San Simeon. After checking in to a motel in San Simeon, we will go to Hearst Castle for a two-hour evening tour. After seeing Hearst Castle we will have dinner together in a restaurant in San Simeon.

We will leave Sunday morning to head back to the Bay Area. There will be two options—those who need to get back home quickly can take Hwy 101 via State Road 46. The Konos will lead the rest of the group back up Hwy 1. We will stop at the Piedras Blancas lighthouse located a few miles north of San Simeon for a private docent-led 1 1/2 hour tour of the historic lighthouse. After the lighthouse tour, we will head back north on Hwy 1 to Scotts Valley for a late lunch at the Kono's.

Total mileage from Scotts Valley and back is about 300 miles. Driving time each way is about 3 1/2 hours. Note that this is not a high-speed run due to excessive amounts of slow-moving traffic, and very few places to legally pass slower vehicles. The purpose of the trip is to enjoy the scenery along the most beautiful driving road in the U.S. The cutoff date for RSVP to Gary is March 6th. The early cutoff date is necessary to get tickets to Hearst Castle, book motel rooms, arrange for dinner, and set up the lighthouse tour. The trip will be limited to a maximum of 20 cars; first come first served. RVSP to Gary by phone (831-438-1458) or E-mail (GKono@yahoo.com).

See the flyer elsewhere in this newsletter, and for updated information, be sure to check the event announcement at www.panteraclubnorcal.com.

Mojave Mile — 6 March: Several PCNC members will be participating in this simple top-speed event, held on a 12,000-foot-long runway at the Mojave airport. There are 300 slots open and half are already filled. The event gives you a full mile to go as fast as you can, and then 8000 feet to slow down. Three runs can be had for \$219 (less than the cost of a single speeding ticket!). The tech rules are somewhat relaxed, but there will be inspections for tires, seat belts etc. See www.mojavemile.com for more information.

Other Upcoming Events: Ron reiterated his desire to see some more events and road trips that can be attended by members who are ordinarily unable to make it to our monthly meetings. He is challenging the club's officers and members to come up with ideas!

Club Business:

Club Positions To Be Filled: At the Super Bowl party, the PCNC board will meet for the first time to discuss the short- and long-term direction of the club, and also to decide on officer appointments. Numerous positions are being vacated by long-serving volunteers, and a new batch of volunteers has stepped forward. (See the minutes of the board meeting elsewhere in this newsletter).

Charities Vote: Traditionally in November, we name two charities to receive donations from our treasury each year, but last year we simply forgot to do it in time. So a vote was taken at the January meeting instead, and the charities chosen were the Alzheimer's Association of Northern California, and Guide Dogs for the Blind.

Buy/Sell/Swap:

Chuck's Corner: Chuck Melton brought a number of items for sale, including a De Tomaso grille shield. This isn't a factory grille emblem, but rather a round, generic De Tomaso logo shield, the kind often found on European rally cars.

CHMSL: The Pantera can really benefit from a Center High Mount Stop Light, due to the fact that it is so low that a close-following SUV's hood line can block visibility of the standard brake lights. Larry Finch brought some GM-sourced CHMSLs to the meeting, along with some factory ignition switches. They will be going on E-bay shortly, so if you're interested contact Larry before the rest of the world finds out about them.

News, Clues and Rumors:

Old Memories: Chuck Melton has recently received a donation from someone who wishes to remain anonymous, including a photo album filled with photos of Panteras, and Pantera owners. He's hoping people can help him identify both the cars and the people. He also was given a very large box of documentation. He is working to expand the De Tomaso registry website to include extra information, such as information on previous owners, license plates etc. for given cars. He encouraged people to visit the registry to update their cars' history with additional information.

Mangusta Follies: Greg Taylor showed off his recently remodeled finger, a legacy of fun with power tools! He got a drill wound up somehow, and pulled his finger into the sharp edge of the wheelwell and took off the top of a finger!

Greg also showed off photos of the car's continued progress. He has fitted the engine hatches with some new features, and is busy making the lines of the car look as beautiful as possible.

La Dolce Vida Bites The Dust: In a surprise to absolutely nobody, the upstart competitor to Concorso Italiano folded after only one year. The new owner of Concorso Italiano turned that event around to such a great degree that the competitor was rendered completely irrelevant, and the LDV organizers wisely decided to join forces with Concorso Italiano instead.

License Plate Frame: Ron attended the San Francisco gun show recently, and a vendor there displayed heavy chrome license plates with a 2-inch tall digital display that the driver can control from inside the car with a remote control keyboard. He didn't buy it, because it would block his rear view camera which is currently mounted in the "O" of the word "California" in his license plate.

POCA News: Mark McWhinney shared the latest developments on the national level. The list of events associated with the Reno Fun Rally continues to grow, including a steam train ride, and perhaps an ATV tour. John and Judy and Bob are waiting for some updated pricing, and

then the event sign-up information will be posted on-line. For the latest updates, check the POCA website at www.poca.com.

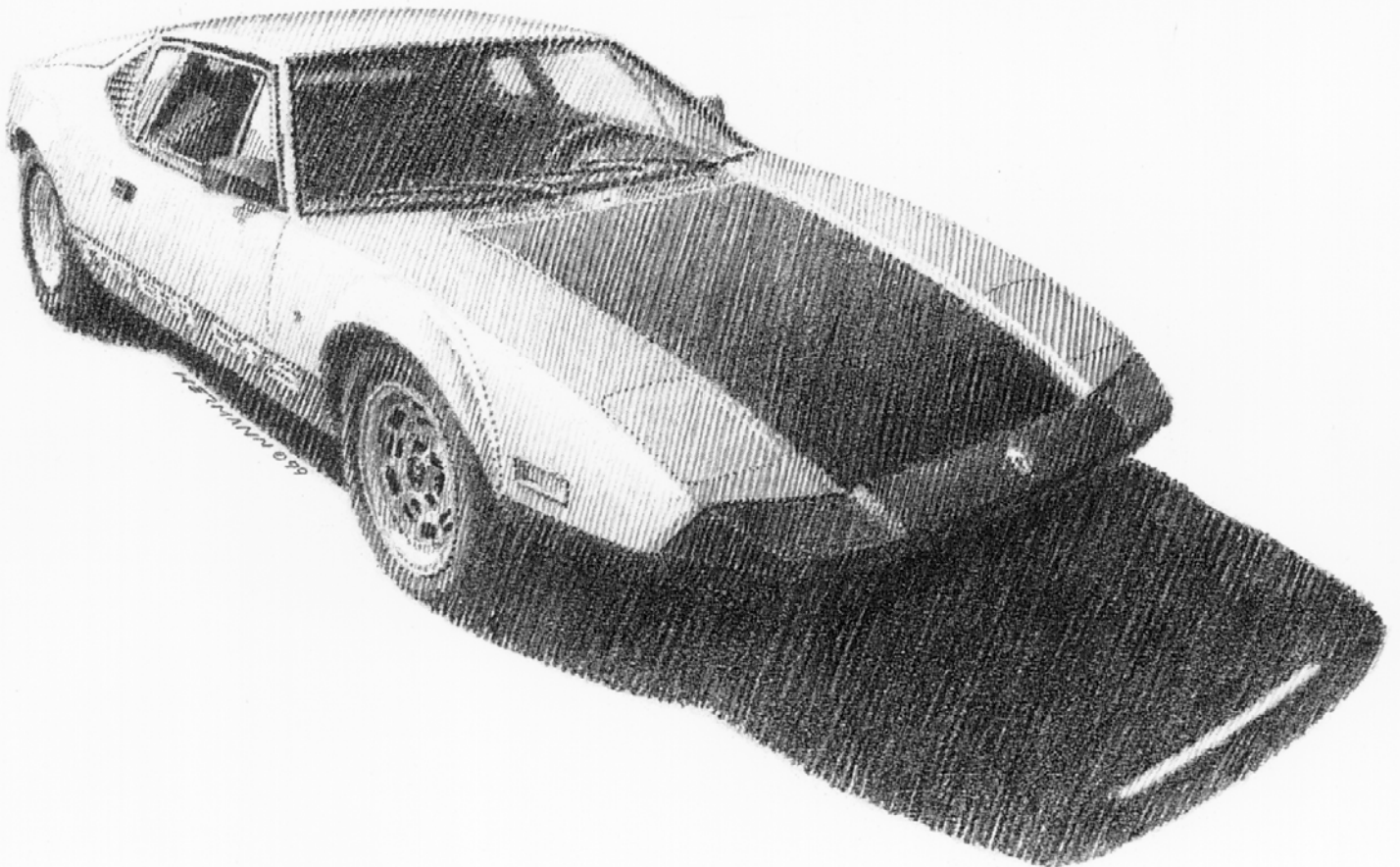
Also, all four candidates for POCA offices ran uncontested so the results of the election are far from surprising!

Driving For Dinner Raffle: Once again, the lucky winner was Trevor Fougere!

Raffle Results: Outgoing Rafflemaster Brent Stewart did his thing, with the following results:

Nylon tool pouch — Pam Sharp
Microfiber towels — Forest Goodhart
Tire Gauge — Forest Goodhart
Pocket multi-tool — Roger Sharp
Mechanics gloves — Greg Taylor (better late than never!)
De Tomaso racing T-shirt — Tony Blevins
Nutdriver set — Gary Kono
Clip-on LED flashlight — Steve Dalcino
Small model Pantera — Dan Lem
Drill bits — Tom Galli

The meeting adjourned to the parking lot at around 9:30.



PCNC Board Meeting Minutes

7 February, 2010

The members of the PCNC board met at the Super Bowl party for about an hour and a half, to discuss various business items. In attendance were Ron DeMaderios, Larry Finch, Brent Stewart, Mike Drew, Steve Liebenow, Mark McWhinney and Garth Rodericks.

First on the agenda was the appointment of club officers. The five members of the PCNC board are elected democratically by the membership, while the remaining club officers are appointed by the board. This year there was an unusual amount of retirements, as a couple of board members and appointed officers stepped aside after years of faithful service.

Fortunately, PCNC is blessed with a deep and wide talent pool, and numerous people stepped forward to fill the openings. The board discussed the various candidates, and selected the following from among them;

Club Store: Rich Boschert
Librarian: Forest Goodhart
Raffle Chairman: Roger Sharp
Name Badges: Bob Lucas
Events Coordinator: Garry Choate

Garry had previously indicated a desire to step down from the position, based at least partially on the fact that he and Sue were/are planning on moving to the Sierra Foothills. However, their move has been delayed yet again and it's unclear when (or even if) they'll be leaving. Too, nobody has yet indicated a desire to take on this position. Garry still has hopes that an understudy will come forward and slowly help take on more of the responsibilities of the position with an eye towards taking it over entirely at some indeterminate point in the future.

One of the club's most important functions is to stage events for the benefit of the members. Although we are quite accomplished at staging events of a technical nature, the past few years have seen a dearth of proper driving events. Ron is calling upon everyone to put their heads together and come up with ideas for one- or two-day excursions; the April trip to San Simeon represents a great step in the right direction.

Many people have been inspired by the way that PCNC has rallied behind Lori Albino and held several tech sessions to help her get her car into a fully driveable condition. As the 'to-list' on her car dwindles, we are casting about, looking for more cars to receive similar levels of attention. It was mentioned that several big-time contributors to the club (Russ and Doris Britschgi, and Mark McWhinney) haven't been able to drive their respective Panteras for years, due to totally stupid and trivial problems which could easily be resolved in a single day. The members of the board expressed an intent to fix these cars, using force if necessary! They are also interested in other nominees to receive similar fettling—Panteras belong on the road, not locked away in garages!

With the loss of the track event in Reno, the Fun Rally organizers have approached Larry Finch in the hopes that the volunteers who traditionally man the track event could be convinced to man a tech station in the parking lot instead. The goal is to have qualified help on-hand to deal with minor

problems that members might have crop up on their drives to Reno.

There was animated discussion regarding the potential for substitute motorsports events in Reno; several ideas such as a hillclimb, autocross etc. were tossed out and summarily discarded.

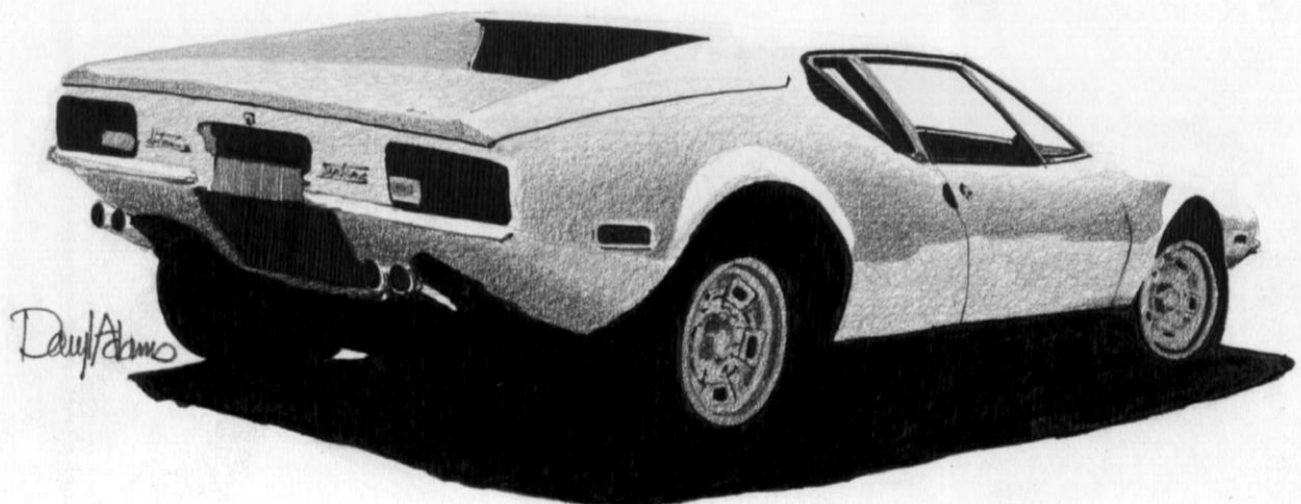
We will continue to offer ticket sales and corral parking passes for the Monterey Historics Races. There was some discussion of reviving the lunch that PI used to put on, but it was quickly decided that the amount of work and expense aren't justified. Ticket sales have been no problem; however the logistics of delivering some tickets in person, and mailing others, led to some confusion and a fair amount of work, so we may elect to just mail all tickets out this year.

Steve reported that financially, the club almost exactly broke even. Considering the down economy and the losses that the track event incurred, the fact that we manage to break even within plus or minus a hundred dollars is frankly amazing, and we should all be grateful that we didn't get clobbered!

The policy of reimbursing event hosts was discussed and reiterated. Years ago, the board approved a policy whereby if a club event was attended by 35+ people, and the event host had out-of-pocket expenses associated with the event, the host can submit a request for reimbursement for up to \$100 in expenses.

Russ Britschgi has nominally been the club's Membership Director for 20+ years, but in fact he also handled numerous tasks more commonly associated with a club secretary. With his retirement from his position, he is going to be divesting his responsibilities between Brent Stewart and Mike Drew, with the transition taking place over the next few months.

The meeting broke up shortly before the start of the game; the next board meeting will be held at 6:30 p.m. before the March PCNC meeting, and will include all the newly appointed officers.



Membership News

New Members for February:

Sorry to say we have no new memberships to report this month.

February Membership Anniversaries:

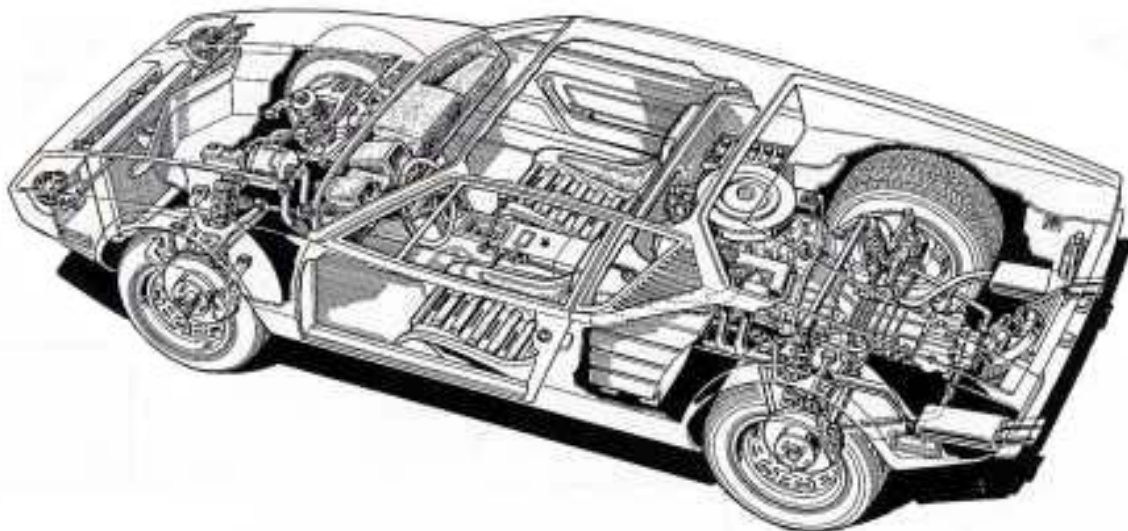
We congratulate the following persons for the indicated years of continuous membership in the Pantera Club of Northern California:

Kay Schwartz and Doug Abadie: twenty years **Lyn Murray and James Dursi:** twenty years
Michael and Roxanne Fertitta: seventeen years **Larry and Dee Dee Laino:** sixteen years
Hans Schulz: five years **Lee Farrell:** three years

New Membership Rosters:

The 2010 Membership Roster was printed in time for distribution to those in attendance at the Super Bowl Party. The remaining members' copies have been mailed. However, there was a mistake in transferring the dates shown in "Member Since". Russ informs me this had to do with the new format of the Roster and with the change from month and year to the M/D/Y style. Those corrections are being made as none of the old data has been destroyed and your original dates of joining are still available for reference. We are sorry for the errors but you will not see the correct data until the next roster is printed in January of 2011.

If you are a full club member and have not received your new roster, please let me know. Also, if you have received your copy and some or all of the information concerning you or your car is not correct or not listed, please let me know. I am Brent Stewart, your friendly Membership Coordinator, and can be reached by mail, phone or e-mail at 1239 Valley Quail Circle, San Jose, CA 95120 or 408-768-0649 or bjbstewart@yahoo.com.



Intake/Carb/Brake Master Cylinder Tech Session

*Story by Mike Drew
Photos by Sue Choate*

Although three formal tech sessions have been accomplished on Lori Albino's '71 Pantera in the past few months, with a large number of heavy-duty projects undertaken, there were still some minor issues to be dealt with. Her car was saddled with an original intake manifold and carburetor; the stock carb was a marginal piece when new, and they have never aged particularly well.

De Tomaso engineers struggled with the stock carburetor design when attempting to turn the Pantera into a race car, until Claude Dubois (who was De Tomaso's distributor to the Benelux countries, and the former Shelby, AC and GT40 distributor for all of Europe) clued them in to the legendary Holley Double-pumper. Once they tested a Pantera equipped with a 650 double-pumper and a Ford aluminum intake manifold, that became standard issue for the Gr3 race cars.

The 4V 351 Cleveland's too-large intake and exhaust ports work great at a billion rpm, but performance suffers down low due to less-than-optimal intake tract velocity. Vic Edelbrock ad-



Lori's diminutive stature made her the perfect candidate to scramble around atop the gearbox and lean over the top of the engine, and her training as a dental hygienist came in handy when scraping the old gaskets!

dressed this issue when he designed the Performer intake manifold for the 351C, which actually has smaller tracts than the stock intake. Move a given amount of air/fuel mixture through a smaller pipe, and the only thing that can happen is that it goes faster, which promotes better mixture atomization and combustion.

To that end, Lori hunted around on E-bay and managed to get a good deal on a used 4V

Edelbrock Performer manifold. I had a 650 double-pumper that I bought for my Pantera back in 1989, which later passed through the hands of John Christian, the one-time Wizard of Roush Racing (who is coincidentally a POCA member). JC went through it and slicked it up, and it then lived a very happy life atop the 302 in my '66 Shelby GT 350 clone, until replaced with a 700. It would prove to be a perfect match for Lori's Performer intake though.

Garry Choate and I decided that this job didn't warrant a full-blown tech session, so we decided to have a quiet get-together on a Thursday at his house, to effect the intake/carb swap (after Garry went through the carb, replacing all the gaskets, cleaning it out etc.). However, just a few days before the scheduled swap, I drove Lori's car af-



Garry Choate and Ron DeMaderios wrestled with the new master cylinder; the booster pushrod needed to be shortened

ter she reported that it felt a little strange.

The strangeness came from the fact that the original brake master cylinder was almost totally shot. A sharp stab of pressure on the pedal would cause the seals to swell and it worked fine. But gentle pressure would allow brake fluid to simply bypass the seal, and the pedal would slowly mush down to the floor!

A frantic call was made, and a new Wilwood master cylinder was rustled up. Too, her stock proportioning valve was visibly leaking, and since her car is fitted with much larger-than-stock wheels and tires, the stock proportioning valve is no longer valid anyway.

The solution is an adjustable proportioning valve, which can alter the proportioning (in this case, restricting pressure to the front circuit) in order to optimally balance the front-to-rear brake distribution.

With a Wilwood adjustable proportioning valve sourced from Stephen Anderson (a former PCNC member who still has his Pantera (in pieces) and is the co-owner of Livermore Performance), the three of us were all set for a day of wrenching.

Word got out, however, and soon there were a bunch of people on-hand to help out! Barry Hosier normally works from midnight to 8:00 a.m. and sleeps all day, but he came over after work and tackled another project—installing five-point harnesses in the cabin, and worked until dinnertime!

Meanwhile, Lori wanted to contribute to the cause and gain a better understanding of how her car works, and she was optimally sized to be crouching atop the transaxle and scraping gaskets! So she donned some gloves, and after the carburetor was removed, she set to taking out the old intake, and then scraping the old gaskets away.

Up front, Garry was on the phone with Dennis Quella, trying to figure out exactly how to adjust the brake

booster pushrod to work with the Wilwood master cylinder. A lengthy consultation resulted in the pushrod being shortened, and eventually the master was in place.

Inside the house, a veritable feast was laid on, as Lori, Sue Choate and Merry Dalcino had once again outdone themselves. The appeal of the food was so seductive that uncharacteristically, all work stopped for awhile as everyone enjoyed a terrific Mexican-themed lunch.

After lunch and the obligatory parts run for fittings etc., work continued. A somewhat heated religious debate on the merits of the standard ‘turkey tray’ intake gasket vs. traditional aftermarket gaskets broke out. Eventually it was settled with a game of ‘Rock, Paper, Ford’ and the turkey tray was installed as nature and Henry Ford intended!

Just a dab of black RTV (included with the gasket from Fel-Pro) in the corners of the rubber end seals was all that was needed to provide a secure seal (the turkey tray also included paper gaskets to go between the heads and the underside of the tin tray). Before too long, the new carburetor was in place, a bit of linkage tweaking and fuel line refitting was conducted, and the car was ready to fire up.

A fountain of fuel from a crack in the stock hard line set the project back

only a few moments; a tubing cutter and a longer piece of fuel hose made short work of the problem, and the car lit right up, with only the slightest idle speed adjustment needed!

Things were going more slowly in the front of the car. The stock brake lines needed to be shortened, re-routed and re-flared to accommodate the new master and the new valve, and in the course of doing so, I managed to slightly mangle the threads on the stock shuttle valve. This was discovered during the brake bleeding process, when a small lake of brake fluid appeared under the front of the car!

That required a bit of creativity, which thankfully is in no short supply in Garry’s garage! Using a drill press, a vice, and a bottoming tap, the threads were re-cut and all was right with the world again.

Around 10:30 p.m., the wheels were back on the car, and I took it for a brief spin around the block. Simply put, the car was absolutely transformed! Where before it had been reasonably fast (albeit rather ill-running), the new intake and carburetor resulted in a very noticeable increase in bottom-end and midrange torque, with snappier throttle response to boot. The proportioning valve was left in the full-open position, and will be properly dialed in later, but the new master cylinder was working fine, with good pedal feel.

I came back into the garage, and told the expectant faces, “She’s gonna get in a lot of trouble with this car!”

Due to a slight water leak from the water pump hose (a legacy of a loosening-up hose clamp from our prior tech session) I decided to follow Lori home, as it was on the way to my house. Getting onto the freeway, the rear end of her car squatted, and ZOOM! She was flying into the distance! I had my Scirocco wide-open, and was passing through 95 mph as she simply pulled away from me!

Yes, I think she’s going to get into a lot of trouble indeed!



Barry Hosier fought off fatigue and put in a full day’s work on the car, after working all night at his job!

Highway 1 Tour

April 10-11

Come join the members of PCNC as we tour California's legendary Highway 1!

We will depart from the home of Gary and Mary Ann Kono in Scotts Valley on Saturday morning, and enjoy a lunch in Big Sur, then we will continue on to San Simeon.

We will have a two-hour evening



tour of Hearst Castle, followed by dinner back in San Simeon.

Sunday, we will return up Hwy 1 for a private tour of the Piedras Blancas lighthouse, then will continue

back to Scotts Valley for a late lunch at the Kono's home.

Please RSVP by March 6th, because the Konos need to make hotel and tour reservations well in advance. The tour is limited to 20 cars. RVSP to Gary by telephone (831-438-1458) or by E-mail (GKono@yahoo.com).

For updated information, see the information at:

www.panteraclubnorcal.com.





Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120

NEXT CLUB MEETING

**THURSDAY, February 25, 2010
8:00 P.M.**

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

UPCOMING CLUB EVENTS

April 10-11 ----- Highway 1 Tour (Gary Kono)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH