

pantera
CLUB OF NORTHERN
california



news

www.PanteraClubNorCal.com

Volume 39

Issue 7

July 2012

PRESIDENT

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

VICE PRESIDENT

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

SECRETARY

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

TREASURER

Tom Galli
(415) 722-8538
mangusta1@comcast.net

CLUB STORE

Rich Boschert
(408) 836-7761
TheeMonkey@yahoo.com

LIBRARIAN

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

RAFFLE CHAIRMAN

Kevin Abbey
(650) 303-8271
KevinAbbey@sbcglobal.net

NAME BADGES

Lori Albino
(707) 208-6032
KaizerLori@aol.com

WEBMASTER

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

**MEMBERSHIP
COORDINATOR**

Greg Taylor
(650) 348-5877
gregtrans@sbcglobal.net

**EVENTS
COORDINATOR**

Diane Dean
(408) 683-4861
DeanDM@sbcglobal.net

**MOTORSPORTS
COORDINATOR**

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

Minutes of Meeting 28 June, 2012

The meeting was called to order by the president at 7:57 p.m. All officers were present except for Mike Drew, Lori Albino, and Mark McWhinney. There were seven De Tomaso cars and 34 people present. While Steve Liebenow normally takes notes in Mike's absence, Steve and Linda were with Mike and Lori in France for the De Tomaso Le Mans Classic tour, so Greg Taylor kindly stepped in for them to take notes.

New Members/Guests: There were several new faces in the crowd this month! The club welcomed **Bruce Bartling** from Danville, who has recently purchased a red '73 Pantera. Another new owner is Hank Szeto from Burlingame, who also recently purchased a '73 Pantera, an orange L-

model. Additionally, Kevin Abbey brought his son **Andrew** and his friend **Jonathan**, introducing a new generation to Pantera fun!

Changes To Last Month's Minutes: Ron DeMaderios had some clarifications regarding his comments on the repeated failures he has experienced with new clutch master cylinders. He asked that the more diplomatic word 'inferior' replace the earlier description of 'junk'. More importantly, he urged people who have these 'inferior' clutch master cylinders to inspect the fluid in the reservoir; he said that any darkness in the fluid, bits of rubber or black silt are signs of impending failure.

Also, due to a goof by the printer, an entire page of the June newsletter was left blank. The relevant contents of the missing page will be reprinted in this issue. For those of you keeping a formal newsletter library, the correct, original pages can be printed from the on-line version of last month's newsletter, available on the PCNC website.

Club Treasury Report: Tom reported that the treasury is stable and doing well. He will be extending the required date for Kevin Abbey to turn in the proceeds from raffle sales.

Club Store Report: Rich Boschert had De Tomaso baseball hats for sale. He said that club store sales at the POCA Fun Rally were down compared to last year, but PCNC still realized a profit from club store activity.

Club Membership Report: Besides the members who joined at the meeting, we also picked up an associate membership from John Buckman, a well-known POCA member in San Diego. Greg is trying to get together with Mark McWhinney to discuss improving the E-blast program, where the club sends e-mail notices to club members with pertinent information and announcements. Currently only a portion of the club's membership is receiving these notices. Greg is having computer issues which have delayed the transfer of responsibilities for the E-blast, but he hopes to have them resolved soon.

Club Motorsports Report: Larry has a handful of Monterey corral passes remaining. We have 40 De Tomasos and Maseratis signed up for our corral at the moment; if you have purchased your race tickets elsewhere, and want a pass for your De Tomaso car, he has a handful available for \$10 each, but you need to notify him right away.

Club Library Report: Forest said he had no new additions to the library.

Past Events:

East Bay Grease Tour: This tour, organized by Matthew Kelleher, was a smashing success! It took a couple of years to get it onto the calendar, but the wait was certainly worthwhile! See Matthew's article elsewhere in this newsletter.

Palo Alto Concours: This was a great show, with quite a few De Tomaso cars entered. Kevin Abbey, Chris Clark and Bud Millard all won awards. PCNC has been invited back to participate again next year.

Vintage Mustang Owners of America Car Show: There was a special De Tomaso class in the annual VMOA/Shelby Club car show, thanks to the fact that organizer Tom Hasenberg is also a PCNC member. We had three or four cars in attendance.

Upcoming Events:

Monterey Weekend — 18-22 August: Diane is now accepting checks for the dinner on Friday night, as all of our rooms are gone. The waiting list for rooms has ten people on it (!) so if you haven't already made arrangements, you had better get going on finding something. The featured marque at the races is the Cobra (celebrating the 50th anniversary) so the crowds will probably be substantially higher than in recent years.

The PCNC dinner will have a jungle cats theme, (panthers, tigers, leopards, cheetahs, jaguars, lions etc.) so plan accordingly! Dinner is included for those who are staying at the hotel; otherwise tickets are \$47.50 per person/\$95 per couple. Send a check to Diane early so we can get an accurate head count.

Ironstone Vineyard Concours d'Elegance Weekend — 22-24 September: After the great success of last year, once again Kevin and Valerie Abbey are organizing a club weekend around the Ironstone Vineyard Concours d'Elegance, in Murphys. The group will depart the Bay Area Friday morning and work their way up to Murphys. A dinner has been orchestrated for Friday night. The concours will be on Saturday, and pre-registration is required. (Go to <http://www.ironstonefoundation.org> for concours registration).

Following the concours, we will have another group dinner at the Blue Lake Springs Snowflake Lodge.

The chosen event hotel is the Murphys Inn, and the overflow hotel is the Murphys Suites down the street. Make your reservation now, as rooms will likely sell out long before the event!

Watch the newsletter and the PCNC website for more information later in the summer.

All-Italian Car Show In Alameda — 7 October: The originally announced date of this event was incorrect; typically it falls on the second Sunday of October, but this year it will be on the first Sunday. The PCNC crew will meet for breakfast at Elio's restaurant in San Leandro, then proceed as a group to the car show. Watch for a flyer in a future newsletter, and information on the PCNC website.

PCNC Christmas Party — 7 December: Negotiations are underway with two different restaurants. There has been a huge management change at the Crowne Plaza hotel, so 'our' room is now a restaurant. The tentative date for the party has been established, and the venue is TBA. Kevin Abbey is looking into perhaps having the event at the Fairmont Hotel in San Francisco.

Club Business:

Club Store Help Wanted: Once again it was mentioned that Rich Boschert wants to surrender the club store to somebody else, so the club is casting about looking for volunteers to take on the job.


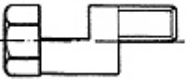
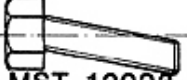
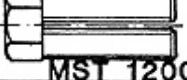
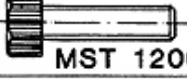
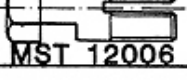
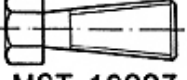
Buy/Sell/Swap: Apparently nobody had anything to buy or sell this month.

News, Clues and Rumors: It's been a quiet month—nobody had any stories to share either.

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

- Two cans of penetrating oil — Chris Clark
- Poster — Ron Southern
- Safety wire pliers — Barry Hosier
- Clock — Dan Lem
- Shammy — Ron Southern
- Heat gun — Ron Southern
- T-shirt — Guy Dellavecchia
- Cut-off die grinder — Rich Boschert
- Knee pads — Kevin Abbey
- Tie wraps — Ron Southern
- Oil — Tom Galli
- Goggles — Forrest Goodhart
- Booklet — Barry Hosier

The meeting adjourned to the parking lot at 9:38 p.m.

SPECIALS	 <p>HEX CAP SCREWS FOR HOLES TOO CLOSE TO THE EDGE MATERIAL: UNOBTAINIUM FINISH: PLAIN MST 12001</p>	<u>SIZE RANGE</u> INQUIRE
	 <p>HEX CAP SCREWS FOR HOLES THAT DON'T LINE UP MATERIAL: UNOBTAINIUM FINISH: PLAIN MST 12002</p>	<u>SIZE RANGE</u> INQUIRE
	 <p>HEX CAP SCREWS FOR HOLES THAT AREN'T DRILLED STRAIGHT MATERIAL: UNOBTAINIUM FINISH: PLAIN MST 12003</p>	<u>SIZE RANGE</u> INQUIRE
	 <p>HEX CAP SCREWS FOR DOUBLE DRILLED HOLES MATERIAL: UNOBTAINIUM FINISH: PLAIN MST 12004</p>	<u>SIZE RANGE</u> INQUIRE
	 <p>HEX CAP SCREWS SERRATED HEAD FOR VICE GRIP TORQUING MATERIAL: UNOBTAINIUM FINISH: PLAIN MST 12005</p>	<u>SIZE RANGE</u> INQUIRE
	 <p>HEX CAP SCREWS FOR HOLES REDRILLED THAT STILL DON'T LINE UP MATERIAL: UNOBTAINIUM FINISH: PLAIN MST 12006</p>	<u>SIZE RANGE</u> INQUIRE
	 <p>HEX CAP SCREWS FOR TAPERED HOLES MATERIAL: UNOBTAINIUM FINISH: PLAIN MST 12007</p>	<u>SIZE RANGE</u> INQUIRE

YOUR SUBMISSION, WITH CREDITS, WELCOMED FOR NEXT EDITION. SEND ATTENTION ART DEPARTMENT.

(Here is the page that was accidentally omitted from last month's newsletter by the printer)

Past Events:

POCA Fun Rally: The drive down to Phoenix featured a bit of mechanical misadventure, as Jim Kuehne's Pantera was running super-hot. A 911 call to Bobby Byars saw him loading a radiator into his car and driving 100 miles out into the desert to meet the convoy so they could change it out on the side of the road! It completely cured the problem. What service!

The problems continued once we arrived in Phoenix; at the track event, Peter Kovacs' Pantera started making Expensive Noises towards the end of the day, and there is a lot of silver glitter in the oil, never a good sign. John Columbero's locking gas cap proved to be a formidable opponent, as he had lost the key and couldn't get it off! After some brutal but very necessary Percussive Engineering, he managed to get it off, and Dennis Quella came up with a replacement for the damaged fuel filler neck.

The convoy route down proved to be quite successful, as did the alternate back-roads route.

The event was staged by a new group of very enthusiastic volunteers, and Gil Mares is seeking feedback and suggestions. John Taphorn e-mailed a link to an online survey, which was supposed to go to all participants, but some didn't get it, apparently because they didn't supply their e-mail addresses when they registered?

Ron DeMaderios talked about the driving tours, and mentioned that the tour leaders drove at speeds up to eighty miles per hour! Scandalous!

Everyone seemed to agree that the rainfall on Thursday could be squarely blamed on Gary Kono!

At the end, Lori announced that she and Mike had decided that their wedding will be held on the first day of the 2013 Fun Rally, and all are invited!

Marin/Sonoma Concours:

This up-and-coming event has gone from strength to strength in the short time that it has been around. Bud Millard had his dark blue Pantera on display,

and the Spratling custom car built around a Mangusta chassis was also on the grass. The Vallelunga formerly owned by Tom Matano was selected for several awards, and deservedly so!



Membership News

New Members for July:

We are proud to announce we have three new members:

Hank and Naomi Szeto of Burlingame. They own an orange '73 Pantera that they got seven or eight months ago. Hank attended our last club meeting (June). We want to welcome both Hank and Naomi to our Club and we look forward to getting to know them and offering whatever automotive related help we can muster.

Bruce Bartling and Corinne Hibbs of Danville. They own a red '73 Pantera that they got a few months ago. They both attended our last club meeting (June), so we got to know them a little bit. Again, we welcome both Bruce and Corinne to the Club and look forward to expanding our personal and automotive relationships with them both.

John and Kathy Buckman of Vista, California. They are the original owners of a lime green '71 Pantera and are POCA members from San Diego who also wanted to be part of PCNC. We are proud to have them as Associate Members and hope they will obtain benefits from our Newsletter and that they might join us on an occasional outing or at one of our monthly meetings.

As of today's date (7-16-12) we have not received any additional updates from POCA.

I fully anticipate having the entire membership list transferred on to a new program prior to the meeting in August. That will allow us to send the mailing address information to the printers via an Excel spreadsheet (should save us a little money) and the newsletters will look a little cleaner without the labels. It will also save Russ some time in preparing, printing and mailing the labels to the printers. In addition, I am arranging to implement "E-blast" capabilities for our club so we can send group e-mails to the members with reminders, updates and photos.

July Membership Anniversaries:

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

Roger and Pam Sharp: twenty-four years

Clayton Engstrom: nineteen years

Art Mowry: twelve years

Mark and Cindy Tumbarello: twelve years

Barry Hosier: nine years

Mark and Bill Savage: seven years

Jack and Jane Bartole: twenty-one years

Gary Glenn: fifteen years

Ron and JoAnn Singley: twelve years

Tom and Liz Hasenberg: eleven years

Bob and Lori Paizs: eight years

Ron and Bobby DeMaderios: six years

East Bay Grease Tour

Story by Matthew Kelleher

Photos by Mike Drew and Matthew Kelleher

On a sunny summer morning, the Panthera Club of Northern California held its much-anticipated "East Bay Grease Tour". The goal of the tour was to showcase exceptional automobile venues in the East Bay, tour the facilities and learn more about the various crafts and specialties they represent. The concept was to showcase the fact that there are dedicated persons putting in the time to master a very specific series of tasks, working in the backwaters so to speak, hidden from the general public, but after years of excellent work



Fantasy Junction was absolutely jammed with exquisite cars for every price range



The Gatto is a Moal creation which pays homage to the great Zagato designs of the past. With shades of Maserati A6GCS/54, it features a Ferrari 330 V-12 engine and running gear, but the chassis, body, glass, fixtures, interior etc. are all hand-made one-offs

achieving national and international recognition as masters of their particular craft. These were the persons/shops we visited; each unique but at the top of their respective games.

Our first stop at 9:30 a.m. was at Fantasy Junction in Emeryville. Founded by Bruce Trenery in 1976 as a venue to purchase and sell unique automobiles, especially racing cars, it is now known worldwide for the quality of the cars on offer. A former and current racer himself;

Bruce has assembled a constant, rotating stable of the finest cars available and has an international reputation for integrity and knowledge. Several De Tomasos of every year and type have crossed his door over the years. He knows our marque well.

We viewed many extraordinary cars: from a 1929 Bentley 4 1/2 Liter Open Tourer by Vanden Plas to a 1973 McLaren M8FP Can Am racing car with several Porches (356, 911s), Jags (XK-120, XK-150, E-Types) and Ferraris scattered in between. Cars priced from \$50,000 to \$3.2 million were represented. A favorite was the 1931 Alfa Romeo 6C1750 GS Zagato Spyder, owned by noted De Tomaso collector Fred Phillips (he of the Mangusta Spyder, among many others).

We sipped coffee and crunched donuts as Bruce's staff answered many question especially about the unique racing cars we saw. Bruce even had a one-off underwater racer called the 2012 Sea Lion Amphibious Prototype on his sales floor. We departed this venue with several cars to add to our future "must own" list.

Next stop was Moal Coach Builders, Oakland, compliments of PCNC member and Hot Rod Hall of Famer



Moal's latest creation is a super-street-rod, powered by a \$75,000 Falconer V-12, and using a dually rear axle with Halibrand knock-off wheels

Bud Millard. In the humblest industrial setting in a gritty part of Oaktown resides this unbelievable autowerkes. Few shops and individuals can build a automobile from the ground up; even fewer can achieve this world-class quality. Recently featured at the prestigious Amelia Island Concours, the Moal works in Oakland builds some of the



Each Moal design is based on hundreds of original freehand drawings, showing the car from every possible angle. They are shared with the client as the design evolves, and eventually a finished car is the result



Moal's metal fabrication shop is across the street from the main building. Besides original creations, they do restorations on high-end cars. Pictured here are a one-of-a-kind Vignale-bodied Ferrari, Abarth Zagato 750 double-bubble, Costin-bodied Lister Corvette, and Lancia Aurelia B-24 Spyder

finest examples of the coach-builders art in the world. Each technologically advanced and finely crafted roadster is linked to a Moal tradition, dedicated to the motoring arts for nearly a century.

Steve and Michael Moal have been the subject of numerous articles and TV shows. They generously showed us around their well-appointed shop that can and does fabricate some of the most unique and complete vehicles and components for collectors and Concours customers. Most PCNC attendees were seen wandering around this treasured place with mouths agape; "wow" said often. Of special interest was the metal

fabrication shop across the street where bare sheets are formed into exquisite bodies and rare cars are rebuilt better than new. This visit was a once-in-a-lifetime experience. Regretfully we adjourned for lunch.

After a bit of a freeway grind and some wandering through quiet residential neighborhoods, a buffet of fine Northern Chinese food was enjoyed by all at King Tsin Restaurant, in Berkeley. Several walk-in customers and passersby commented on the “cool cars” parked outside the place. Owner Albert set several round tables for us to dine and kept an endless supply of food available. The pot-stickers were especially popular.

Next we descended upon a nondescript industrial building that housed several units, all of which were fascinating. Here we were to see the Ferrari restoration shop of Patrick Ottis, and the collection of a fascinating fellow named Eric Zausner.

Zausner is a published author (his book on “Spindizzies” or tethered gasoline model cars is the definitive work on the subject); collector (his collection of tethered gasoline cars is the largest and most complete in the world); and significantly, he is the owner of several Moal custom motor



We were forced to endure some pretty grim driving conditions while going from one fantastic location to another, including freeway gridlock



A quiet shopping street in Berkeley was wall-to-wall with De Tomasos during our lunch!

cars; each showed at Amelia Island less the three weeks before our visit. By happy circumstance, he owns the building that Patrick’s shop is located in, and

kept one unit for himself as a Man Cave. The tour of his hangout began with an education on spindizzies. These tethered scale-model race cars were ex-



Eric Zausner’s first Moal creation is a completely bespoke street rod, with alligator-skin interior, and powered by a Ferrari 550 Maranello drivetrain!



Suspended in the middle of the room, and lowered for our inspection, was this spectacular slot car layout. The details included bikini-clad babes sunbathing on the lawn!

tremely popular during the depression, and some could reach triple-digit speeds. All-but-forgotten until recently, they have languished in the back of garages and in antique stores. Now they are highly sought-after collectibles, and nobody in the world has anything approaching the assortment that he has. He led us through the early days, and showed us the advancements in technology that mirrored the advancements in real automobiles, and gave us a real appreciation for these miniature wonders.

His massive slot-car layout was a thing to behold as well! Lowered from the ceiling by remote control, it features amazing accuracy, and whimsical details abound.

Turning to the real cars in the room, Eric explained how through a series of drawings, usually around a



Most of us had never even heard of spindizzies; he had hundreds of them to show to us, and was very patient in explaining the history of the sport and the technology that went into the creation of these miniature racers

theme (like the P-51 airplane of WW II); he works with Moal to create these exceptional automobiles. Eric is a true visionary of the automobile arts, commissioning the construction of these special cars from scratch in a two- to

three-year process. He rarely grants visitors the full run of his collection so we were both honored and amazed to view his creations.

Speaking of creations, in the middle of the tour Doug Abadie zoomed home in his Pantera and returned with his RCR Superlite Roadster, an American-produced copy of the Ariel Atom, made famous by Jeremy Clarkson's test-drive on Top Gear. Doug's car is powered by a rip-snoiting Honda engine, and provides the most elemental speed rush imaginable, with performance that will humble even the strongest of Panteras!

We then wandered next door to Patrick Ottis' Ferrari restoration shop. Patrick is a national/international expert on Ferrari mechanicals and a Pebble Beach Concours judge of Ferraris for many years. He tackles the most complex vintage motors and transmissions with the skill of a master craftsman recreating a precious work of automotive art with the sole goal of getting the car on the street and properly running for its fortunate owner.



Doug Abadie pointed out some of the features of his incredible Superlight Roadster, a copy of the English Ariel Atom made by Race Car Replicas in the USA

The shop housed many cars from a multi-million dollar “14-louver” Ferrari 250 GT Tour de France (one of only nine built) fresh from an auction, being evaluated for roadworthiness, to a modern F40 built for the street but needing a new clutch.

Patrick showed us numerous examples of 12-cylinder motors from various Ferraris and explained each engineering achievement that it represented. In many cases, service parts like valve springs, pistons etc. simply aren’t available, and new ones must be made from scratch by specialist companies, both in the USA and England.

Of particular note was a Lampredi-designed ‘big block’ Ferrari motor, one of only a handful ever made. Over the years the parts had been lost, and Patrick had to oversee the reconstruction and casting of replacement cylinder heads, new crankshaft, etc.; fortunately he had another one of those rare engines to use as a pattern.

The owner of the car in question will have a bill well north of \$100,000,

but his multi-million-dollar Ferrari would be next to worthless without its engine, so it’s money well-spent!

The technical know-how and sheer skill represented was awesome, and it was great to see his 16-year-old son in an apprenticeship position; hopefully he will carry on the business in the future. Despite fighting a cold, Patrick was very generous with his time, answering any and all question that arose.

All in all, the 40 or so club mem-

bers that participated (with 14 Panteras and Mangustas attending also!) enjoyed a full day of the automotive art in its highest realizations. Next year’s tour will have a tough time topping this one!

Many thanks especially to Diane Dean our Events Coordinator, and Mike Drew and Lori Albino for encouraging me to put this together in the first place. I hope to have my ‘71 Pre-L Pantera on the road in time for the next “East Bay Grease Tour”; stay tuned!



Patrick Ottis describes ongoing work to a Ferrari 275 GTS, while others admire the details of an incredible Ferrari 250 GT Lusso



The Ottis shop is spotless; here an ‘ordinary’ Ferrari 365 GTC/4 sits in front of an ultra-rare Ferrari 250 GT Berlinetta Tour de France



Patrick went into great depth, explaining the inner workings of a 60-year-old Ferrari V-12. Of particular note were the multiple hairpin valvesprings for each rocker arm



Greg Taylor
730 Walnut Ave.
Burlingame, CA 94010



NEXT CLUB MEETING

**THURSDAY, July 26, 2012
8:00 P.M.**

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

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

August 18-22 ————— Monterey Weekend (Diane Dean/Larry Finch)

September 22-24 ————— Ironstone Concours Weekend (Kevin Abbey)

October 7 ————— All-Italian Car Show In Alameda (Doug Abadie)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH