



news

www.PanteraClubNorCal.com

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Minutes of Meeting 26 July, 2012

The meeting was called to order by the president at 7:59 p.m. All officers were present except for Diane Dean, Mark McWhinney, Kevin Abbey (who was involved in a minor motorcycle accident at work but thankfully was unhurt), and Ron DeMaderios, whose Pantera spit out its serpentine belt on the way to the meeting, so he had to go home on a flatbed!

There were 30 names on the sign-in sheet, and seven De Tomaso cars in the parking lot.

New Members/Guests: There were no new members, but there was a face in the crowd we hadn't seen for years—Byron Hight made an appearance! Dave Yamada, PCNC's resident car detailer, also was in the crowd and joined the club at the meeting.

Club Treasury Report: The treasury is still reasonably healthy; the club took in slightly more money than we put out last month. All the money for Laguna Seca ticket sales and Los Laureles deposits have been received. Tom transferred money from the PCNC general account to set up a new, dedicated club store account.

Club Store Report: Rich Boschert announced that he wanted to give up management of the club store, and had been searching for a volunteer to take it on. Bud Millard and Lori Albino both volunteered, and the PCNC board agreed to give Bud the management of the store, and Lori will assist with product development, etc. Bud and Rich will be meeting shortly to formally effect the transfer and get Bud up-to-speed.

Rich said that we were still waiting for money from the Kuehne Construction credit card scam, which elicited a round of laughter. Jim said that he had talked to his secretary and then plain forgot to bring the check with him to the meeting.

Bud leapt right into his new duties, bringing some potential new store items. He showed off a denim jacket (either light or dark blue), with contrasting cotton sleeves; it will be available either lined or unlined. He also had a lightweight Eisenhower-style jacket. Another interesting item is a new hat, which rather than the traditional baseball style, instead is a flat-brim English-style cap. He also showed off a lightweight fleece hoodie with the club logo on the back.

These were all prototypes for our consideration; now that he has the helm he will develop these and other ideas more fully. Watch this space!

Club Membership Report: There was no membership report this month.

Club Name Badge Report: These are made on an as-needed basis, so if you need one, let Lori know. It was suggested to get them made with something other than a pin to secure them to clothes (i.e. magnets) to prevent damaging clothes.

Club Website Report: Although Mark wasn't present, it was reported that the PCNC newsletter was available for download.

Club Motorsports Report: Sales of tickets and corral passes were a great success, with almost 50 passes sold (mostly to Maserati owners). Our corral was moved back to the location where PI used to be. Larry will be in position Saturday morning to help people park, but not on Sunday.

Club Library Report: Forest said he had nothing new to report. Darryl Johnson asked about availability of a ZF repair manual, and Forest said he'd bring it to the next meeting for him.

Past Events:

Dennee Museum Tour: John Colombero spoke about this event that he hosted. People arrived at his house in the morning, then drove a short distance to see the workshop/museum of the late Glen Dennee. The hosts discussed his life and how the collection was formed. He built land-speed-record cars himself and ran them at Bonneville, El Mirage etc. After the tour, the group went to Sonoma Chicken for lunch, and then some returned to John's house for an X-Box 360 tournament.

Saratoga Classic Car Show: Non-members Bob and Lisa Huenig showed their all-original '74 GTS; Bob Benson was also there with his radical '71 Pantera. The Campbell Reporter

newspaper came to Bob's shop prior to the show and ran a color photo of Bob and his car on the front page of the paper in advance of the show.

Fun In The Sun Car Show: Diane reported that four Panteras and one Mangusta were on display. Longtime member Tom Hasenberg's wife drove their Pantera to the show (they live just a few blocks away), proving her existence, as nobody in PCNC had ever met her before! The show had 200 cars and was a fundraiser for the American Cancer Society. Ron DeMaderios won the rev-it-up contest with his fantastic and completely unmuffled 5.4 liter fuel injected modular motor.

Upcoming Events:

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 previously 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. Staged by the Alfa Romeo club, it's an annual benefit for the Alameda Special Olympics.

The PCNC crew will meet for breakfast at 8:30 a.m. at Elio's restaurant, 260 Floresta Blvd, San Leandro, then proceed as a group to the car show. After the show, everyone is welcome to join the Dalcinos in Pleasanton for afternoon hors d'oeuvres. **RSVP to: Dalcino@netzero.net** if you plan to attend the breakfast and/or the after-party. Directions to the after-party will be provided to those attending the car show. See the event flyer elsewhere in this newsletter, and further information on the PCNC website.

PCNC Christmas Party — 7 December: We have successfully wrapped up negotiations, and our party will be held at the Hilton Garden Inn in San Mateo. They are not charging us for the room either, which is great news for the bottom line. Hotel rooms are \$10 more than last year's venue, but as a bonus, they come with a full buffet breakfast which makes it a much better deal, at only \$109 per room.

Club Business:

Raffle Ticket Sales: Bud Millard made a motion to move the sale of raffle tickets to the front of the meeting; he thinks it will speed things up and may result in more sales. The motion was seconded and carried.

Event Coverage: Bud suggested that we name a formal event reporter to attend events and

generate articles for the newsletter, and perhaps work to put photos and information on the website as well. He cited Matthew Kelleher's excellent story in the last newsletter as an example (in fact the club received several unsolicited kudos for Matt's story from POCA members in Los Angeles and San Diego who saw our newsletter on the website). Matt surprised everyone when he told them that this was the first article he had ever written, for anything! He volunteered to document any event he attends, but of course he can't be everywhere. He said it's important to designate *somebody* each event ahead of time.

Buy/Sell/Swap:

Foreign De Tomaso Shirts: Lori brought a big duffel bag filled with polo shirts from the recent Le Mans Classic event. Some wore the Pantera French Connection logo while others had the De Tomaso corporate logo. The sizes ran a bit larger than advertised, and as Europeans are typically smaller than Americans, there were a lot of leftover L and XL and XXL shirts available. Fortunately PCNC is blessed with a sizable number of L and XL and XXL members, and she did good business!

Polished Nuts: Chuck Melton had polished stainless steel acorn nuts available, as well as hinge bolt kits.

Mirrors Anyone? Bud Millard had a pair of Vitaloni Californian mirrors, new in the box. These are the factory mirrors used on European Panteras. Significantly, these mirrors boasted convex lenses, making them a fair bit more useful on a Pantera than standard flat-lens mirrors.

Stock Parts: Byron Hight has a full set of stock calipers, an A/C fan, and stock radiator fans available.

Swap Meet?: Talk turned to the prospect of holding a Pantera parts swap meet, perhaps in conjunction with a tech session. Watch for details in the springtime.

News, Clues and Rumors:

Le Mans Classic Tour: Steve Liebenow discussed his recent trip to France, where he and Linda (along with Mike Drew and Lori Albino) took part in the Le Mans Classic tour organized by Charlie McCall. Steve and Linda had never visited rural France, and he said the roundabouts took some getting used to! His rental car was a Citroen Picasso, which he described as, "not a piece of art!" The tour featured almost 50 people from 11 different countries, most driving Panteras (there was one Mangusta with Gr4 flares and a twin-turbo 351C!).

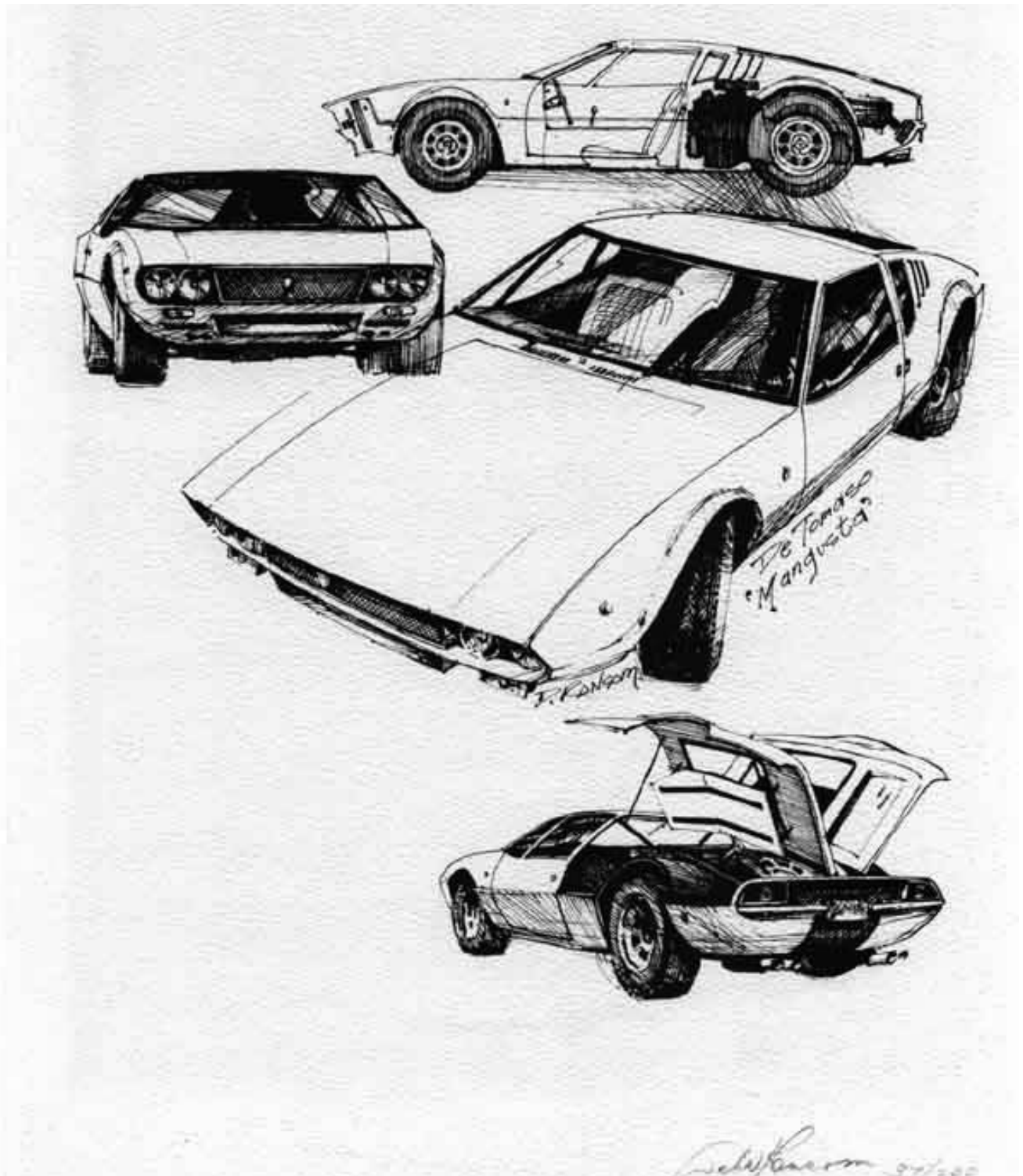
At Le Mans, Mike got a ride from Stephane Bergeron in his 427 stroker-powered Pantera during the late-night open track laps. Hundreds of cars took to the Le Mans track, with virtually no rules or organization. He said that driving 170 mph down the Mulsanne straight, at night, while passing people on both sides who were going 80 in little Triumphs and MGs was "...an experience", especially as Stephane didn't actually know which way the track went and kept getting lost, flying into low-speed corners at speeds that were monstrously too fast, losing control of the car, then gathering it all up again and continuing on, foot still firmly to the floor....

Doris Has Surgery: Doris Britschgi reported that she had to have her thyroid removed due to lumps, but fortunately there was *no* cancer. She thanked everyone for their support in the

weeks after her surgery.

Mojave Mile: Mild-mannered Bob Lucas once again turned into a speed demon, driving a borrowed NASCAR Thunderbird on the runway in Mojave. The 1997 Bill Elliot superspeedway car has 700+ horsepower at the rear wheels. Strong crosswinds blew him sideways some 10 feet, but he gathered it up, put his foot back into it and crossed the traps doing 203 mph! He went to Wilmington, Ohio for a similar event but unfortunately it was rained out.

Due to Kevin's unexpected absence, there was no raffle, and the meeting adjourned at 9:30 p.m.



Glen Dennee Museum Tour

Story and Photos by John Colombero

With fairly short notice, I decided to host an event touring a private car collection, and was pleased to get positive responses from several club members. The participants gathered at our residence around 9:30 am on Saturday July 14th. I gave the group an overview of Glen's background and how I came to know his family. Unfortunately, Glen passed away suddenly and unexpectedly about a year ago. Our group of 14 people consisted of Cheryl and John Colombero, Diane Dean and Tom Galli, Steve and Merry Dalcino, Bev and Brent Stewart, Leslie and Garth Rodericks and their guest, Jason, Bob Benson, Russ Britschgi and Richard Boschert.

As we prepared to leave the neighborhood, residents that were counting on sleeping in were startled toward consciousness. Several poured out of their



Glen's collection encompasses several different automotive genres; this corner was dedicated to midget racers and dirt-track cars



Some of Glen's cars were historically significant; this is the Ken-Paul Special, an Offy-powered Watson Indy roadster that was driven by Jim Rathmann to victory in the 1960 Indy 500, after an epic battle with Roger Ward. For the last 250 miles of the race, they were never more than a few feet apart, and the lead changed 14 times between them! With one lap left to go, Ward's tires started to cord, and he had to back off and Rathmann took the win

homes armed with cell phones and cameras. It took us less than 15 minutes to arrive at the Glen Dennee museum. As we filed in, Mark and Michelle were there to greet us and introduce themselves. Michelle is Glen's daughter and asked us if we knew anything about Glen. Michelle is open and engaging; she proceeded to give us a brief overview on Glen's life and his passion for racing and collecting cars.

Glen had a life experience of drag cars and midget racing. The latter half of his life he took an interest in lakesters. Lakesters are open-wheeled cars whereas true streamliners have their wheels covered within the shell. After a lot of effort,

Glen realized a goal of going for a world record and eventually broke 200 mph on a 35 cubic inch (500 cc) motor. Glen purchased a lakester but soon found that it had limitations that would never meet his goals. Glen determined that in order to accomplish this he needed to build his own lakester. His engineering and mechanical talent were put to the test as he designed, fabricated, and welded literally every part of this lake runner, which he named *Nebulous Theorem*.

Eventually the project came to completion and Glen arranged to bring the crew and speedster to Bonneville Salt Flats in Utah. The car had no trouble passing tech inspection. The final tech challenge was for the driver to escape the confines of the vehicle in under 20 seconds in the event of a crash or fire. As Glen was locked into the cockpit and the stopwatches were started it was obvious that Glen was having a problem. He squirmed and banged and after 30 seconds he could only make minimal progress.

The tech team gave Glen the bad news that he would not be qualified as a driver. He was asked if he had another driver and Glen answered, "yes." Glen had gained a few too many pounds from the origin of the design to the finish of the project. Now someone else had to be found to do the driving.



Another corner of the museum features antique cars, and 1950s hot rods



*Glen's true passion was for streamlined land speed racers. He built exoskeleton trailers to haul them to Bonneville and El Mirage. *Nebulous Theorem IV* addressed the issue of reducing frontal area by positioning the driver on his stomach, facing forward, Superman-style*



Nebulous Theorem VI is technically a lakester, not a streamliner, due to its exposed wheels. It also holds several land speed records

There were three alternate drivers that were prepared for the attempt, and Michelle emphasized the instructions that were given by the crew chief and engine builder. RPM limits could not be exceeded; the track line must be maintained for speed and safety; and acceleration and parachute deployment must happen systematically.

The first candidate was experienced driver. During her trial run, she started off well enough but soon wandered off course and found people scattering as she headed for the timing huts. She recovered the line but passed on the driving challenge, admitting, "there is too much to remember." The next potential driver was a fellow that soon realized that he was also in over his head. The final responsibility came upon Michelle who had never had this kind

of driving experience.

Michelle said that the pit crew marked the tach limiter with fingernail polish. Instructions were reviewed and Michelle was launched. She stayed on course and when she came in on the return run she learned her top speed was 78 mph. On her second run she reached 120 mph. She took a third run and complained that the lakester had run badly, being hard to control and suffering from excessive vibration. The crew was ecstatic; she had broken the Bonneville KGL (K = 500 cc, G = Gas, L = Lakester) class speed record at 175.405 mph, shattering the former record by over 25 mph! Remember, this is a sport where records are often achieved in tenths of a mile per hour; a 25-mph improvement is unheard of.

Since that event Michelle has set a number of other KGL and KFL records at Bonneville and El Mirage in a variety of improved lakesters that Glen designed and created. The current car is *Nebulous Theorem IX*.

Michelle has taken on Glen's goal and determined to break the 200 mph barrier with 35 cubic inches. I happened to drop in to take some pictures on the day that Michelle was preparing for her next Bonneville run. The Lakester is prepared with a new 500 cc turbocharged two-stroke Yamaha motor. Hopefully, this combination will



Impulse bidding on Ebay led to Glen owning a fire truck!

take her to and through 200 mph.

Another interesting story concerns Glen's obsession for purchases on Ebay. Glen found a fire truck offered by a city in the Midwest. Since Glen had no need for a fire truck he made a ridiculously low bid on the item. A few days later, he was shocked to find that he had won the bid. The expense of transporting the truck to the Bay Area assured Glen that he paid properly for it. The truck is a large 1970s pumper in excellent condition, and is a nice addition to the collection.

Glen purchased a 1972 Ferrari Dino that needed restoration. He placed to car with a restorer in Los Angeles that was favored by celebrities. Mark started getting repeated notices from the business that in order to finish the car in timely fashion they would need additional payments. Mark sent a series of checks before becoming suspicious of this procedure. Out of the blue, someone called Mark and said, "You better get down here, people are raiding the place." Mike and Glen rushed down there and found some boxes that appeared to be Ferrari engine and drivetrain parts. They remain in those same boxes today.

We returned to my place and walked across the street to the Sonoma Chicken Coop. We were served promptly and found the food to be of fine quality and value.

As we returned to my home, some of us males settled into the chairs surrounding the X-box. We raced Panteras and found for the most part that they handled very well. Jason turned out to be the star driver. He possessed qualities of youth and X-box experience.

The ladies remained settled at the kitchen table and enjoyed conversation and refreshments. The day ended in the early afternoon, allowing Bob Benson time to determine the necessary repairs to his once-again-wounded Pontiac Trans Am!



Believe it or not, this disaster was once a Ferrari 246 Dino....

Have You Oiled Your Horns Lately?

Story and Photos by Steve Liebenow

The Mangusta came equipped with two horns, typically referred to as a “town & country” configuration. A switch on the dash determines which horn you will get when you activate the horn button on the end of the turn signal stalk. I’d take a guess that most Mangusta owners have no idea that there are two horns, because they’re still trying to figure out what the 7-8 dash switches actually do, and if the little labels on the end of the switches are gone...well, it’s truly a guessing game! Unless of course you are able to read the owners manual, which is printed in Italian, where it is mentioned.

When I first got my car, I was able to determine that there was a conventional electric horn which functioned, but it sounded more like the roadrunner cartoon character’s “meep meep”, or an anemic VW bug. This is the “city” horn. Not a good strong horn like

you would expect of a sports car! It took me a long time to figure out that the car also had a set of horns (same as those fitted on European Panteras), perhaps because nothing happened when the dash switch was in the other position.

As it turns out, the car needed to be running to get enough juice to activate the horn motor. I believe that I only discovered the second set of horns when I had removed the cover at the front of the right hand wheel well to gain access to some turn signal wiring, when I was trying to get stuff working so that I could get the darn car out of the garage and on the road!



Installed ahead of the right front wheel, the air horn system is completely hidden behind a splash shield

Once discovered, I played around with things, but could only get the motor to make some noise...not the horns! I had removed the air line from the motor and blew air into the supply line, and found the horns worked (!),

so I plugged it all back together and now the “country” horns worked! They worked for some years on and off, until last year, when they slowly ceased to operate. Eventually, the motor wouldn’t even run, only the ammeter would peg!

Well, a few days back, before going to the Historic Races in Monterey, I decided to take a quick look at things, maybe blow some more air in the lines and go for it! Not so lucky this time....

With the cover removed, one can see the horns in their hidden location in front of the right tire. After cleaning the ground connection (seems like it’s always the ground connections...), the motor started rattling away, but still there was no horn sound. I removed the horn assembly, to the bench and found that they worked JUST FINE with compressed air (my ears are still ringing!) The horns themselves are metal, anodized aluminum perhaps. I put them back in the car, but still not working, so I pulled out the whole mess, compressor and all. It only required removing two more bolts, in places you



I tested the compressor on the bench and it was feeble, but the horns themselves were very clearly functional



Fiamm must have put that oil cap there for a reason, eh? I figured I might as well take the compressor completely apart and see if I could fix it

can't get to the blind nuts. Only after I removed the last nut did I figure out that the bracket is all slotted for easy removal.

On the top of the compressor I found an oil cap! So, I dripped in a little 3-in-1 oil and hoped for the best...nope. The compressor still sounded ill, chattering and blowing air but just not enough to make the horns sound properly. Well, I figured that parts are still available, after looking online for eBay auctions. I found a new set of Ferrari horns, very similar listed for \$999 (that is not a typo) and more compressors in the mid \$100-200 range, and then some modern replacements with plastic horns for the low low price of \$35 or so. Even a 12V set of old "Road Masters" that played the Bridge Over River Kwai had sold for \$125! (This set used five horns!)

So, I figured I had nothing to lose by taking the cover off of the compressor and seeing what it looked like! It can't be that bad. Well, it wasn't! After removing the three tapered flat head screws, the cover came right off and revealed the inner workings of the

compressor. It looked sort of like a supercharger, with three wiper vanes on a rotating hub. The hub was keyed to a center shaft by a ball bearing. As the hub rotates, it throws the vanes out to contact the side of the bore, and the shape of the bore pushed the wiper back into a slot. No springs, nothing fancy, just a three vanes in three slots. Upon marking (black marker) the three vanes and removing them, the tiny ball bearing came out with a magnet and then the hub lifted right out. Nothing else in there but a tiny spring and felt for holding the oil. Not much to it on this end!

The motor spun freely when connected to 12V, (the wire terminals are well-marked with plus and minus on the bottom of the unit) and I was able to look in a small port after removing a rubber plug, to see that the motor armature and brushes were in great shape! They should be, they're hardly used!

I simply wiped the vanes, hub, and cavity clean, not that it was all that dirty, but there was a slight film of stickiness on the steel parts. Once clean, I wiped everything with a very light coating of

oil and simply reversed the process to reassemble. I did have to figure out how the spring and the felt thing worked; the spring goes in first then the felt, and you do need to make sure that you put the little oil hole back in position over the felt!

Once back together, a bench test revealed a completely different sound out of the compressor itself, and the air horns! NOW I had HORNS!!! WOW! I bolted everything back into the car, tested to make sure everything was working, buttoned up the cover, and everything was tickety-boo.

Previously, I would hear the compressor sort of work into the job; now, the report is almost immediate and much louder and more crisp! The compressor is much quieter and smooth than ever before.

With the new working horns, the dynamics of the trip to and from the races in Monterey were changed! This Goose was honking true to it's nickname! In fact, I almost hoped people would cut me off or drive like idiots, so I could have an excuse to use them!

So, if you have air horns, add this little task to your yearly maintenance! Oil the horns (or at least the compressor!



Once everything was reassembled, the horns worked extremely well! Now I'm looking for every excuse to use them!

PRE-REGISTRATION
(PLEASE PRINT)

OWNER'S NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE NUMBER _____

MAKE OF CAR OR MOTORCYCLE _____

MODEL _____ YEAR _____

Yes, I would like to make a tax deductible donation to the Alameda Special Olympics. Enclosed is a check in the amount of \$ _____
(Please make check payable to Special Olympics)

Yes, I have a new address - please update your records.

Please send your completed form to:
Patty Harding
2910 Marina Drive
Alameda, CA 94501-1636
Or email to: pattyharding7@gmail.com



Alfa Romeo Association of California _____

We're pleased to announce the 2012

All Italian Car and Motorcycle Show

Please join Italian Car and Motorcycle Enthusiasts in a benefit for

Alameda Special Olympics



Special Olympics Alameda

Thanks to your participation we are the primary sponsor of the Alameda Special Olympics program. Your continued support helps this important program exist.

Pre-register by **September 14, 2012** and a reserved parking place will be made available for you. Pre-registration is appreciated and all pre-registered entrants also receive a personalized window plaque.

Entrance donation for non-exhibitors will be \$5.00 per person. Fee payable at the gate on the day of the event. Under 18 admitted free.



ITALIAN FOOD AND DRINK AVAILABLE

We are trying to update our mailing list. If you **do not** want to continue receiving notification of future events, please notify us at 510/523-2723.

DATE
Sunday, October 7, 2012

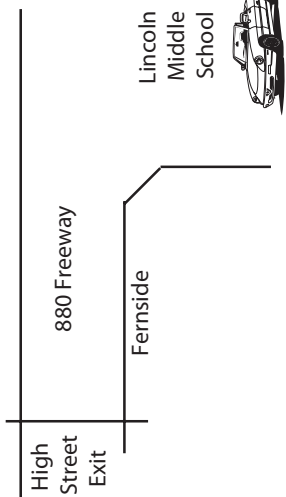
EXHIBITION TIME
10:00 AM to 3:00 PM

REGISTRATION
8:30 AM

LOCATION
Lincoln Middle School
1250 Fernside Blvd
Alameda, CA 94501



Oakland Coliseum



For additional information contact:

Scott Harding 510/521-1453
Steve Gomes 510/523-2723
Tom Sahines 408/262-6279



Greg Taylor
730 Walnut Ave.
Burlingame, CA 94010



NEXT CLUB MEETING

**THURSDAY, August 30, 2012
8:00 P.M.**

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

UPCOMING CLUB EVENTS

September 22-24 — — — — Ironstone Vineyard Concours d'Elegance (Kevin Abbey)

October 7 — — — — — — All-Italian Car Show In Alameda (Steve and Merry Dalcino)

December 7 — PCNC Christmas Party (Diane Dean)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH