

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



A Chapter of POCA

# news

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

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## Minutes of Meeting 26 March, 2015

The meeting was called to order by the president at 8:00 p.m. All officers were present except for Bob Benson and Denny Morse. There were 27 club members present, and two De Tomaso cars in the parking lot.

**New Members/Guests:** The club welcomed **Sean Korb**, a POCA member who hails from North Carolina. Sean was in town on business, visiting his friend Carlota, and timed his trip to coincide with the club meeting.

Also in town on business was expatriate PCNC member **Tony Blevins**, now fully established in his Bond-villain estate in Florida.

Finally, **Mike Kearney** paid us another visit. He's still nosing around and contemplating buying

a Pantera, and joining the club, but for now he's content to remain just a guest.

Welcome to all!

**Changes To Last Month's Minutes:** The announcement date for the upcoming meeting was incorrect on the back page, and the word 'are' appeared twice in succession in an article.

**Club Membership Report:** Lori announced that we had a new member, Mike Simon (known on the internet as Mike The Snake). He is the fellow who bought Roger Sharp's Pantera, only to have the engine fall apart somewhat. Thanks to help from other local club members, the car is back on the road and in good health.

**Club Treasury Report:** Larry had a quiet month, only spending \$34 for name badges and making no deposits.

**Club Website Report:** Denny had the website up and running, complete with the latest version of the club newsletter and announcements of upcoming events.

**Club Motorsports Report:** Bob Benson was absent, as he had convinced a true suspension guru to help him sort out his weapons-grade Pontiac Firebird autocross car that night. Brent Stewart gave a report in his absence, with no Pantera content. Bob ran the Firebird at Thunderhill with Brent and Rich Stewart acting as crewmembers; videos of the runs can be found on Youtube.

**Club Library Report:** Forest had no new items.

**Past Events:** There were no past events to report.

**Upcoming Events:**

**POCA Fun Rally — 15-17 May:** Several PCNC members are planning on driving their Panteras to Texas for this one-time-only event, including Larry Finch and Forest Goodhart. Larry Benson from Phoenix is also driving there and is looking for other people who might want to link up and travel in convoy. Use your POCA roster to contact them if you're on board.

**Wine Country Vintage Races — 30-31 May:** This event, originally staged by Monterey Historics Races founder and impresario Steve Earle, is now being run by Sportscar Vintage Racing Association (SVRA). Historically the Shelby Club has had a parking corral in which PCNC members (and their Panteras) were welcome, but it's unknown if SVRA will continue the tradition. Nevertheless, the racing should be spectacular to watch. For more information on possible corral parking, contact the Shelby Club ([www.norcal-saac.org](http://www.norcal-saac.org)).

**Italian Day — May/June TBA:** Organizers are attempting to create an Italian Day event at Little Italy in San Jose; the event would include a car show for Italian cars only. More information to follow.

**Tiburon Concours — 20 June:** Bud Millard promises more information on this car show at the upcoming meeting.

**Hillsborough Concours — 19 July:** Bud has arranged for a special De Tomaso class at this

prestigious car show. We are hoping to get at least ten cars on display. Contact Bud for more information.

**Fest Italiana — 2 August:** This two-day festival of all things Italian is held in Sacramento, and on Sunday they will have a special display of De Tomaso cars. For more information see their website, <http://www.italiancenter.net/>

**Monterey Weekend — 13-16 August:** Steve Dalcino is firming up the prices for the various rooms and the dinner. As of now, all rooms have been filled but there is a waiting list, and historically most people have been successfully accommodated. There is availability at the hotel earlier in the week, and there is a plethora of events going on prior to the nominal start of the festivities on Friday; one could easily spend the entire week in Monterey.

If you had a room at the hotel last year and have made a reservation for this year, you will get the same room unless you request a change.

The dinner will be on Friday the 14th and costs \$55 each. Concorso Italiano is on Saturday the 15th. PCNC is no longer handling arrangements for the De Tomaso car corral; tickets are purchased directly from Laguna Seca, costing \$25 for four days.

The hospitality suite will be open to everyone from Thursday on, including those just visiting for the day, and those with dinner-only reservations. Come early, and have a great time before and after the dinner. Contact Steve Dalcino to make your reservations.

**Danville Concours and Tour — 19-20 September:** This is a two-day event, consisting of a scenic drive for entrant cars on the Saturday, and concours on the Sunday. Watch for more information in upcoming newsletters.

**Ironstone Concours Weekend — 25-27 September:** Although Kevin Abbey recently sold his Pantera to fellow PCNC member Walt Miranda, he is still committed to PCNC and says he will conjure up a weekend getaway event as in years past. People will be responsible for securing their own lodging. Watch for more information and a flyer in the upcoming months.

**Serrano Concours — 4 October:** This is the largest concours in the Sacramento area, and this year they will have a special De Tomaso class, which will be judged by Steve Wilkinson. Watch for more information in the upcoming months. Next year, De Tomaso will be the featured marque.

**All-Italian Car Show In Alameda — 11 October:** This show is a traditional favorite of PCNC members and historically has been well-attended. In the past there has often been a pre-concours club breakfast and post-concours dinner. Watch this space for more information as the date draws nearer.

**Also In The Works:** Bud is working a long-term project to get us a private tour of a spectacular private car collection in Scotts Valley, and entry to The Candy Store (a private club in Burlingame) on the same day. He's also working on another private tour of Bruce Canepa's shop in Scotts Valley.

### **Club Business:**

**501(c)7 Update:** Larry Finch reported that he had just completed doing his own taxes, and

will therefore now have time to tackle this long-running project to get us in full compliance with the State of California for tax purposes.

**POCA Bylaws Election:** The deadline for voting to change the POCA bylaws was the end of March; Forest collected ballots from members to be forwarded to POCA.

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

**Shirts And Hats:** Since the PCNC store is in a state of suspended animation at the moment, Lori Drew brought a selection of polo shirts and baseball hats, emblazoned with either the De Tomaso logo, or that of Pantera French Connection, the French Pantera club, and successfully sold quite a few of each.

**Shift Knob Wanted:** Tom Galli is looking for a good stock, original (not reproduction) shift knob for his new Pantera.

**Group 4 Taillights:** Larry Finch has positioned himself to be the worldwide source of the so-called “Group 4” vertical three-bar taillights, which were optionally fitted on some European Panteras and have proven quite popular in the USA as well. He has numerous sets in various states, from scruffy used to brand new, priced accordingly.

**Surprise Pantera For Sale:** Doug Johnson surprised everyone in the room by announcing that he was about to move to Sacramento, and his Pantera would be sacrificed in order to purchase a house there. He said he was asking \$50K. (After the meeting, Brent Stewart leapt on the deal and by the next day he owned it!)

**Gaskets Anyone?:** Forest Goodhart has some leftover 351C rocker cover and head gaskets, a legacy of his old supercharged 351C which used to pop head gaskets occasionally due to excessive chamber pressures. Fitting a stroked, non-supercharged 460 took care of that problem!

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

**Various Pantera Sales:** Mike Drew reported on the state of the Pantera market, which continues to be red-hot. Fantasy Junction, the internationally known purveyor of fine automobiles,



had two Panteras in stock a few weeks earlier, both of which Mike test-drove for potential buyers. The yellow L-model had already been sold to a fellow who had spent a few million on a Ferrari 275 GTB/4, and bought the Pantera as an afterthought, looking over his shoulder as he walked out the door and saying, “I’ll have that one too”. (Must be nice!). Once he got the Ferrari

home and discovered it needed some expensive engine work, he backed out of the Pantera deal. It was subsequently sold to a fellow in Calgary for something in the \$65K range.

PCNC member Lee Farrell sold his Pantera to Fantasy Junction a few weeks earlier, and they had it on their website with an asking price of \$72.5K. Mike found it to be mostly sound, but somewhat troubled, with corrosion under the radiator, a 20-foot paint job with runs, streaks and orangepeel, minor detailing issues, and an engine that would frequently run on seven or fewer cylinders. Despite this, the car sold quickly (sight unseen) to a buyer in the Seattle area, who had it sent straight to a vintage race preparation shop to have its various issues tended to.



And finally, over in France, a basically stock '73 European GTS in good 'driver' condition (not concours) with no remarkable features other than gold-painted 8- and 10-inch Campagnolo wheels, sold for an eye-watering price at auction, fetching over \$150,000! That is certainly the high-water mark for stock, unmodified Panteras, and just goes to show that as much as we appreciate them in the USA, there are people in Europe who appreciate them plenty more than we do!

**Mike The Snake Back On The Road:** Ron Southern reported on the effort to get the ex-Roger Sharp Pantera rolling again. The new owner had recently undergone open-heart surgery and managed to break his ribs apart trying to work on the problem himself, so Chuck Banks and Ron Southern stepped in to help. The engine had stopped dead because some roller bearings from a prior rocker arm blowup had been left to float around inside the engine, and one got caught in the oil pump, jamming it solid and snapping the distributor gear pin.

Together, they pulled the pan, cleaned out the (several) additional bearing rollers that were still floating around, installed a new oil pump and put a fine mesh screen on the pickup, and then lined the outside of the oil pan with huge magnets. Hopefully this will prevent any additional debris from hurting the engine in the future.

**Driving For Dinner Raffle:** And the winner was new owner Walt Miranda. He had taken his door apart to tend to a duff window gear, but in a display of never-say-die, he simply taped the window up and drove it to the meeting. Well-done!

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

Wilkinson 6-month gift certificate \$50 — Ron Southern, Larry Finch  
Craftsman Wrench set — Lou Brizzolera,  
Bottle of wine with De Tomaso cozy — Gary Kono  
De Tomaso watch — Gary Kono  
De Tomaso polo shirt — Doug Johnson  
Tool Box with tools — Brian Bernard  
Matchbox Pantera model — Gary Kono  
AFR Shirt/Hat combo — (unknown, it just disappeared!)

The meeting adjourned to the parking lot at 8:55.

## Membership News

### **New Members for November:**

There are no new members this month.

### **November Membership Anniversaries:**

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

**John M. Allen:** 35 years

**Lee Scales:** 25 years

**Larry and Dee Dee Laino:** 21 years

**Lee and Heide Hinckley:** 19 years

**Ron and JoAnn Singley:** 15 years

**David Luckenbach:** 5 years

**Bill and Montse Hohnhorst:** 1 year

**Glenda Perrucci:** 29 years

**Richard M. Dean:** 22 years

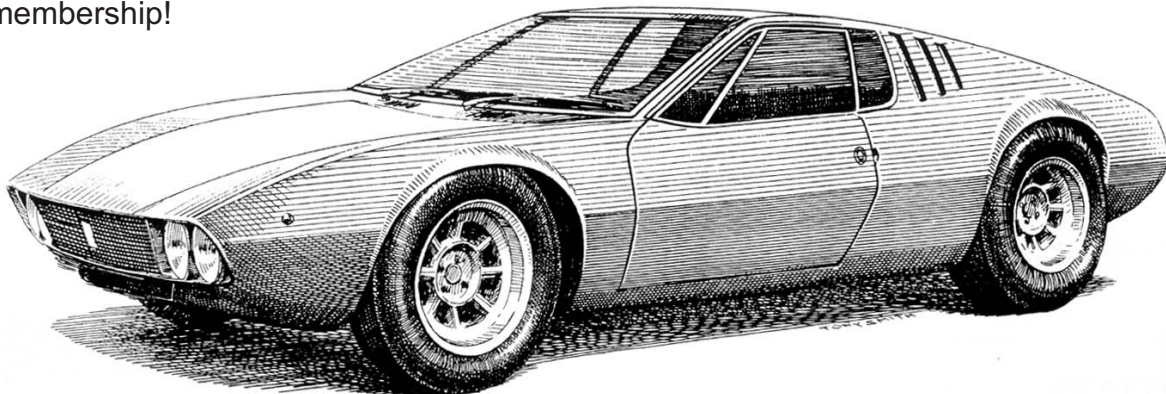
**Michael R. Anderson:** 19 years

**Paul and Cathy Rimov:** 17 years

**Don and Denise Bockman:** 14 years

**Mike and Cindy Brunn:** 2 years

An honorable mention goes out to Bill and Montse Hohnhorst. Although they have only been PCNC members for one year, Bill is celebrating his 38th anniversary of POCA membership!



# PrintOLeak Gaskets...

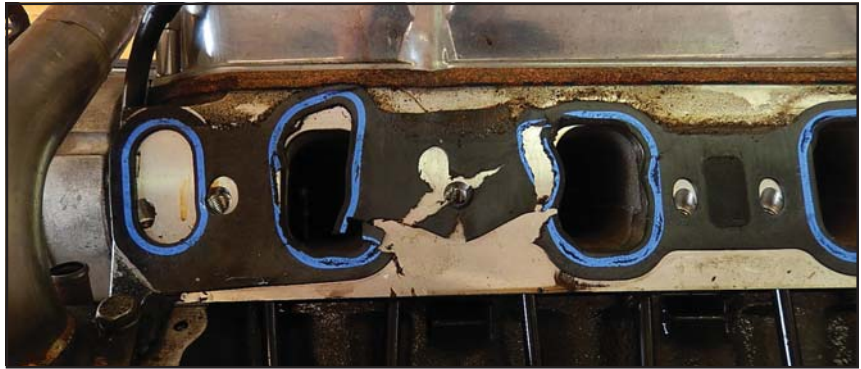
*Story by Mike Drew  
Photos by Garry Choate*

When it comes to engine gaskets, anecdotal evidence would suggest that the overwhelming favorite brand of both amateur and professional engine builders is Fel-Pro. A division of Federal-Mogul, this company has been an OEM supplier for years, and if you just walk into your local auto parts store and ask for a gasket for just about any engine, more likely than not the clerk behind the counter will hand you a Fel-Pro product.

Fel-Pro has continually made advances in their products, but sadly, not all attempts at improving products are successful. One particular product line comes to mind—their “PrintOSeal” intake manifold gaskets. These gaskets appear utterly conventional, except that they feature blue elastometric sealing bands around each port. Ostensibly, these are designed to provide extra strength and support around the port, but many people have found that this ‘better idea’, isn’t.



*The stock-style valley pan gasket has an unfair reputation for leaking, but if installed correctly, it's a superior solution*



*This is how the gasket looked when the intake was lifted off. The movement and distortion all happened prior to the intake removal*

In fact, their reputation has become so well-known that they are whimsically referred to as “PrintOLeak” gaskets on various automotive internet forums. A Google search on that pejorative term will reveal one story after another, of builders whose engines developed intake manifold leaks due to these gaskets failing.

I first encountered the phenomenon in my 427 Cobra; one day it started pumping huge clouds of oil

smoke out the right side, even though the engine only had a few thousand miles on it. When I pulled the intake manifold, the PrintOSeal gasket had comprehensively failed, and oil was being sucked into the combustion chamber from the intake valley.

More recently, Garry Choate was alarmed to discover that his

Pantera’s engine had gone off-song. It wasn’t running quite right, and was burning a quart of oil every 300 miles or so. Even though it had very few miles since the last overhaul, he decided it was in need of a complete rebuild, and he was going to switch to a roller cam anyway.

Before pulling the engine out of the car, he had pulled the intake manifold, and was horrified to see that both PrintOSeal gaskets had failed. The gaskets had shifted and split, and just like my Cobra engine, his engine had been sucking oil from the lifter valley. Recently Randy Welch’s Pantera (with a freshly built 351C) began exhibiting the same symptoms, and as it was also built using a PrintOSeal intake gasket set, it seems likely he has suffered the same fate.

Ford designed the 351C to use a so-called ‘valley pan’ gasket. This is a stamped tin gasket which insulates the underside of the intake manifold from hot oil splashing in the lifter valley; paper seals are part of the system. Fel-Pro makes an excellent version, part number MS96012, and if it is installed correctly, following the enclosed directions explicitly, it will work perfectly, just as nature and Ford intended!

# Hearst Castle Tour

*Stoory by Mike Drew  
Photos by Garth Rodericks*

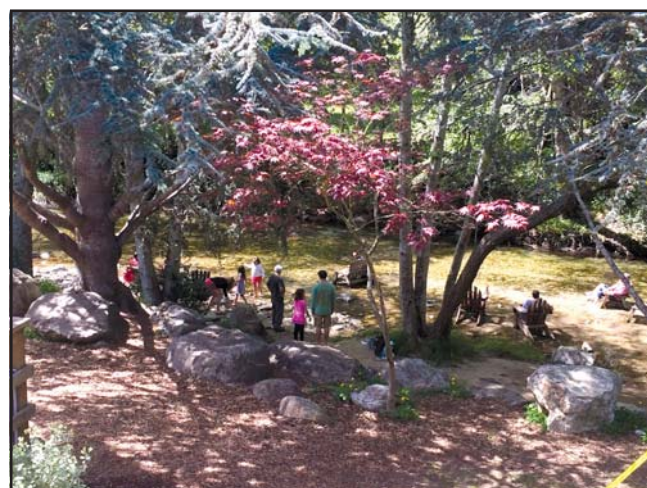
For many months, Bud Millard has been working on staging an overnight trip down the California coast, to be highlighted by a nighttime tour of Hearst Castle. After numerous false starts, a date was finally selected and arrangements made.

On the Saturday morning, a small group gathered in the parking lot of a supermarket (conveniently across the street from a knockout donut shop!) Most of the participants had left their Panteras at home for various reasons; Mike and Lori Drew were the only ones there representing the marque. Doug Johnson had a good excuse—two days earlier he had announced his Pantera was for sale, and one day earlier he had sold it already!

After a few minutes waiting for a



*The Drews and Haney's relaxing as they wait for lunch to arrive*



*People wandered down to the peaceful river, where some people had established themselves in wooden chairs*

straggler who then overshot the freeway exit and continued south by mistake, the group fired up, led by the Millards in their late-model Mustang, and started heading south. The weather was simply

spectacular, with the sunlight glinting off the waves, just as the California tourism bureau would like!

A few miles down the road, a cluster of Panteras was gathered on the side of the road, and soon a rendezvous was effected. Now, the group contained the Panteras of

Forest and Judy Goodhart, Diane Dean and Tom Galli, Gary Kono and Markus Woehler, along with one or two more Brand X cars.

Continuing south, the group stopped in Big Sur at a lovely roadside retreat called the River Inn. This charming place is a mile or so inland from the ocean, set on a hillside overlooking a peaceful river, and has a terrific kitchen. The group took over a large patio overlooking the river and enjoyed a nice, leisurely luncheon over the space of several hours.

Around 2:00 p.m., everyone mounted up. Gary and Markus had other commitments that prevented them from participating in the rest of the event, and they headed north while everyone else continued to the south.

The twisting, winding nature of the road precluded any high-speed antics, and much of the drive was accom-





*The Panteras dominated the parking lot of the River Inn*

plished in second and third gears. Arguably the Panteras were not really in their element, which may help explain why so many people chose to drive more mundane cars instead. Neverthe-

less, the scenery was spectacular and the drive was highly enjoyable, and by late afternoon we pulled into the coastal town of San Simeon, having just passed Hearst Castle perched high atop a hill

overlooking the ocean.

With a couple of hours remaining before our tour was slated to start, after checking into the hotel, people split up into manageable groups and enjoyed early dinners at the various dining establishments the town had to offer.

As the sun slowly slipped towards the horizon, we gathered up and drove back north to the entrance to the estate, and then up the winding hill road to the parking lot, where we all gathered in the visitor's center. Bud attended to his cat-herding duties, and soon we all had our tickets and were aboard a bus taking us further up the hill to the stately home.

William Randolph Hearst was an enormously wealthy publishing



*The onset of dusk completely transformed the appearance of the estate*

magnate, whose empire was vast and broad, but best-known for the over 100 newspapers he controlled. (The family is still at it; his descendants still control the business which raked in over \$9 billion (yes with a 'B') last year alone). As he accumulated enormous wealth, he sought to create a paradise for himself in this relatively remote section of California. With Europe reeling from the effects of the Great War and then the Depression, historical and cultural artifacts that today would be considered priceless national treasures were



*Our tour began on a patio overlooking the vast estate with the ocean in the distance. Our tour guide was particularly excellent*

put up for sale in order to finance the reconstruction of the continent. Hearst and his buyers descended upon Europe

like a swarm of locusts and madly bought up anything that was even remotely interesting. At one point, Hearst

himself owned one quarter of all the art in the world!

He employed a team of builders to

create a Shangri La in which to display some of these artworks, and entertain his legions of friends and admirers. Although philosophically modeled after some of the great estates of Europe, it lacks cohesion and to many people it appears garish and over-the-top. Nevertheless, it is a spectacular legacy of one of the world's great economic empires.

While the castle has long been open to the public for tours (the family turned it over to the state of California to run as a state park), only recently have nighttime tours been



*Highly ornated choir stalls were acquired from European cathedrals and used to decorate the walls of the dining room*

offered. The castle takes on a very different aura at night, and the tours are much more extensive and intimate. Too, actors dressed in period costume populate the castle and can be encountered at any time, lending an air of authenticity and enabling visitors to get a better feel of what it must have been like to have been a guest in the castle's heyday.

Our tour guide was knowledgeable, informative and entertaining, and as we wound through the halls and rooms of the castle and its associated outbuildings, he did an outstanding job relating the history of

the place, and putting what we were seeing into the proper context.

We were afforded access to areas

of the castle that heretofore have been off-limits, including Hearst's private chambers for himself and his longtime

mistress, which gave a fascinating insight into this highly eccentric man.

It was almost 10:00 p.m. before the

tour ended and we boarded the bus taking us back to our cars. This represented the end of the formal event. The next morning, rather than a single group drive, people broke off into smaller groups of cars, or traveled alone, and made their way home by various routes, some reveling in the beautiful coastal drive while others preferring the speed offered by the inland route.

Thanks to Bud Millard for doing such a fantastic job putting this terrific event together for all of us!



*A well-dressed pair of young ladies take their repose in a bedroom, perhaps awaiting the onset of the dinner hour*



*The game parlor was filled with gentlemen and ladies in elegant evening wear, enjoying a game of pool*



Lori Drew  
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Vacaville, CA 95688



## NEXT CLUB MEETING

**THURSDAY, April 30th, 2015  
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

May 15-17 ————— POCA Fun Rally (John Taphorn/Judy McCartney)

May 30-31 ————— Wine Country Vintage Races (Nor-Cal Shelby Club)

May/June TBA ————— Italian Day in San Jose (Bud Millard)

June 20 ————— Tiburon Concours (Bud Millard)

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