

pantera
CLUB OF NORTHERN
california



A Chapter of POCA

news

www.PanteraClubNorCal.com

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Minutes of Meeting 30 July, 2015

The meeting was called to order by the president at 8:00 p.m. sharp. All officers were present except for Bob Benson, Darryl Johnson, Denny Morse, and new Club Store manager Irene Smith. 25 members signed the roster, and there were three De Tomaso cars in the parking lot, including a Pantera driven by Tony Blevins, visiting from his home in Florida.

New Members/Guests: The club welcomed Steve Starr, from Pasadena. He has had a Man-gusta, 8MA894, for 16 years. He started restoring it years ago but the project stalled out; he finally has it underway once more. It has typical rust in the rocker panels etc. but is fundamentally a sound,

complete car, with original paint in a very unusual and oddly attractive salmon color. His goal is to have it back on the road next year. The last time we saw it was at Concorso Italiano 16 years ago.



Changes To Last

Month's Minutes: The deadline for registering for the PCNC Monterey dinner was erroneously reported as being July 1 when it was actually July 31. Due to this, Steve decided we would not charge any late fees for people registering after July 1.

Club Treasury Report: Larry reported that the treasury is still solid, and he hasn't taken any long vacations with PCNC funds! He paid some minor bills, including our annual recurring charges for website expenses (he and Denny have subsequently set up an automatic payment scheme so we don't have to pay manually each year), and costs for PCNC nametags. There was some income in the form of the POCA quarterly rebate, and checks for the Monterey dinner.

The club store has a separate checking account, and Irene's name will have to be added to it.

Club Membership Report: Lori announced that we had lost two members in the past few months because they sold their cars. Hopefully the new owners are in the local area and will be joining us soon.

Club Website Report: The website has been rather static of late, although Denny has taken some steps to make it easier to access past newsletters.

Club Motorsports Report: The Silver State race will be held in September, and Dennis Antenucci is planning on running again. Additionally, Checkered Flag Racing Association will be holding a track day at Thunderhill on the five-mile circuit, and they welcome any and all Panteras. CFRA was founded by PCNC members and they have a special place in their hearts for us. Bob is hoping to run his Pantera there as long as his Firebird's ongoing maintenance issues don't get in the way.

Club Library Report: It's still present and accounted for.

Past Events:

Hillsborough Concours: Bud said that we had a terrific turnout and thanked everyone for attending. Dennis Valdez won an award, as did Gary Spratling and a non-club-member with a beautiful black Pantera. Bud took second place in his class. See the article elsewhere in this newsletter.

Upcoming Events:

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 won't be able to host the weekend as he has in years past, others have stepped up to take on various aspects of the weekend. Bud Millard will set up details for a caravan, and dinner at 5:00 p.m. on Friday. Randy and Linda Welch will organize a dinner on Saturday, within walking distance of the various hotels. People will be responsible for securing their own lodging (as of the meeting, Murphys Suites still has rooms). See the three-page info flyer/entry form in last month's newsletter to register for the concours.

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. Next year, De Tomaso will be the featured marque.

Ron Southern brought programs from last year's event, which demonstrated that it is on par with Pebble Beach in terms of the facilities and the types of cars that are entered. There was a suggestion made to turn this into a weekend getaway, with a drive on Saturday before the concours Sunday. Watch for more information in the upcoming months.

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 belonging to Dick DeLuna in Scotts Valley, and entry to The Candy Store (a private club in Burlingame) on the same day, followed by lunch at a nearby Chinese restaurant. He is also working to get us a tour of another great collection in Scotts Valley, this one owned by Larry Carter, the CFO of Cisco Systems.

Christmas Party: Greg Taylor said he's willing to negotiate with the hotel, but he really needs somebody else to spearhead the event. Forest wasn't able to get ahold of Bob Lucas. It's possible Diane Dean has all the paperwork/contracts from last year's party. Watch this space....

Club Business:

501(c)3 Filing: The long-awaited completion of the requisite paperwork is nigh! Forest said he planned to finish it up and send it in before the next meeting.

PCNC Facebook Site: POCA board member Ed Mendez is all over Facebook, and besides creating a terrific page for POCA, he took it upon himself to create individual pages for each POCA chapter. He contacted Forest seeking a representative from PCNC to take over administration of the chapter page. Lori Drew is a Facebook regular so she said she would take it on.

PCNC Subscriber Dues?: In the past, PCNC had a policy of charging POCA members who

were formally aligned with other chapters \$20 per year to subscribe to the PCNC newsletter (note that they were not afforded full chapter membership status). However, now that the newsletter is distributed electronically, the club incurs no direct expenses as they did in the past, for printing/mailling the newsletter, so Larry Finch brought up the policy and asked an open question, whether it was still appropriate to charge people. Some debate took place, with some arguing to keep it in place, some arguing to do away with it completely, and others arguing that a reduced amount (to cover other fixed club expenses such as annual website fees etc.) was appropriate. No action was taken yet, but the board will discuss the situation and then present a proposal to the membership in the upcoming months.

Buy/Sell/Swap:

Cars For Sale: Kevin Abbey has a friend who is managing an estate sale; the deceased was a car guy who had a '26 Buick, '41 Plymouth and '69 El Camino SS. The condition of each car is unknown, but if any of them sound interesting, contact Kevin for more details.

News, Clues and Rumors:

Tom Galli Health Scare: Tom Galli had to have emergency hernia surgery a few weeks prior to the meeting, but was mending well. His spirits were undoubtedly lifted by the fact that he recently bought an absolutely perfect, all-original Pantera barn find with about 7000 original miles, dragged it home and after rebuilding the seized engine, was planning on showing it to the public for the first time at Concorso Italiano.

John Colombero Update: Brent reported that John now has a mass on his liver and was in the hospital; it may be slow-growth cancer. It was unclear whether or not they were going to choose to operate on him or not.

Hmm, Maybe That Explains It: Steve Liebenow recently found a very nice Mercury Cougar in the junkyard, with no engine, and wondered why it was even there. He crawled underneath and saw that it had an almost-new pair of Flowmaster mufflers, so he cut them out and took them home to sell on E-bay. He heard a clanking noise inside one of them, upended it and the broken head of an exhaust valve fell out! That perhaps explains why the car was in the junkyard....

Hmm, Maybe That Explains It, Part Two: Recently Bob Benson's Pantera started making Expensive Noises from the region of the gearbox. Thinking the worst, he made plans to pull it out and send it off to be rebuilt. However, when he removed it, he was relieved to discover that the throwout bearing was the culprit; clearly he got his money's worth out of this thing!

Show And Tell: Garth Rodericks had expressed curiosity as to why there were two vacuum ports on his Blue Thunder intake manifold. Steve showed off a Ford factory vacuum tube from a 390 engine, which connects to both the front and rear ports on the intake and provides a stronger



vacuum signal to the brakes. He also showed off early and late style valve cover caps.

Car Show Planning: Tony Blevins' Pantera was selected to be shown at The Quail in Monterey, and in preparation for this auspicious event, he said he bought Jill a new pair of shoes which will be suitable for wear when pushing the car should it happen to conk out on the grass!

Pantera In The Tour De France: Vintage Motorsports magazine runs a monthly column by Jochen Mass, the famed German racing driver. In a recent issue he wrote about the Tour Auto, the latter-day retrospective tribute to the original Tour de France (most people don't know that the Tour de France was a multi-day automobile race and part of the World Endurance Racing championship, and after it was shut down the bicycle race assumed its name). He was asked to drive a Pantera that was converted to Gr4 race specification by Willi Braun, the well-known German Pantera tuner, and was highly complimentary not only of the race itself, but of the car.



Pantera 3461 Finds A New Home: Recently a beautiful blue '72 Pantera took up residence in the Drew's garage for a few weeks. It was sold by a PCNC member to his friend, a car broker, for \$50K. The broker then sold it to the nation's leading Ferrari broker, Mike Sheehan. The car had a few minor issues including some serious overheating, and he asked Mike to sort them out to make it sale-ready. Marcus Smith came over and re-wired the hokey radiator fan setup, Mike properly filled and bled the cooling system, and everything was grand. The car was then trucked to southern California, the paint-damaged decklid was stripped and resprayed, and when it went on the market, it sold in 15 minutes through Claude Dubois, the noted Belgian De Tomaso distributor, for \$77K. The next day three cash offers for \$80K were received and rejected, as Sheehan had already committed to the first buyer, a woman with fine taste in cars (she already has several notable



automobiles including a Jaguar E-type and Aston Martin). The car will soon be boarding a ship headed for its new home in Paris, and the car will likely be seen at the De Tomaso display at Le Mans Classic.

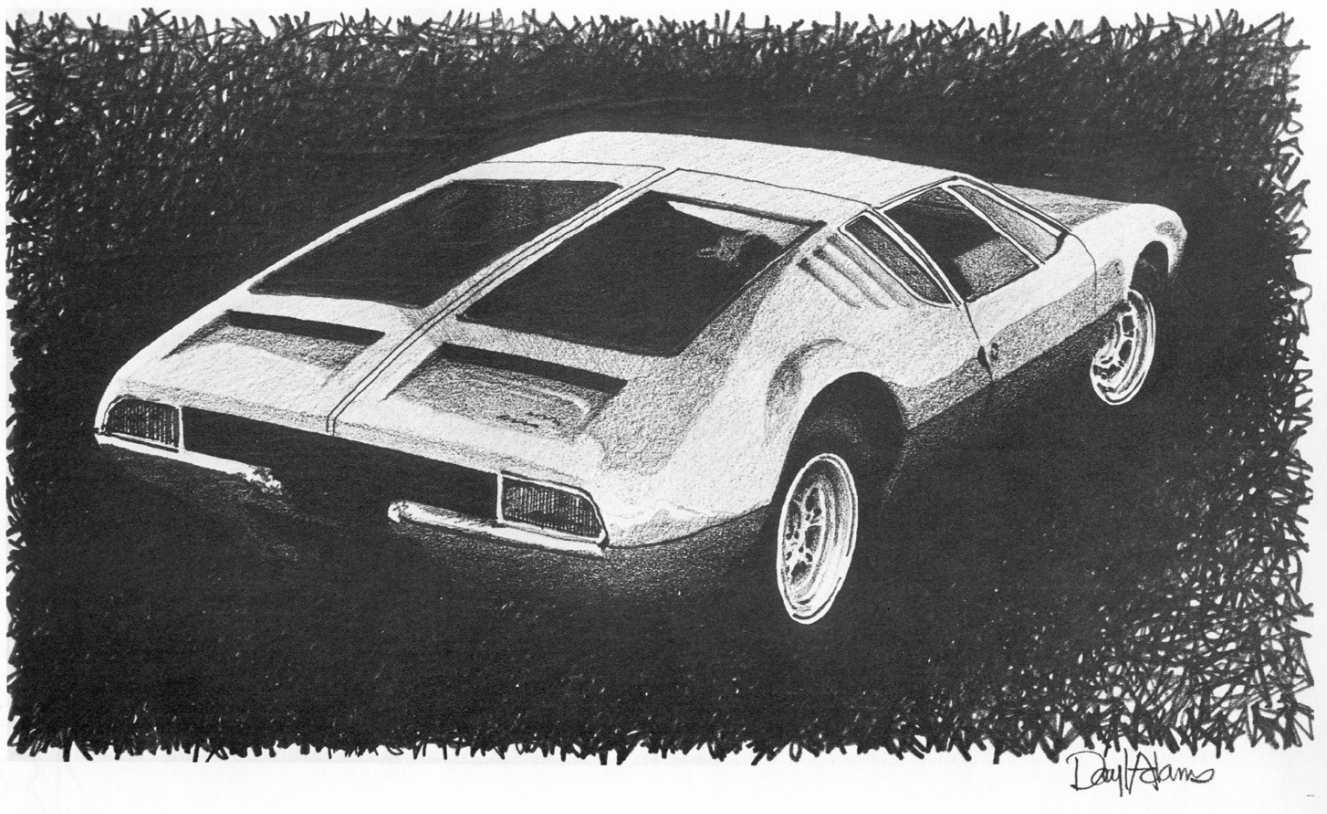
Good Deals Are Still Out There: Forest related that a friend of former PCNC member Jim Moore found a sub-20K mile '71 Pantera for sale, and bought it for only \$31K. It had overheating issues and the instruments would peg whenever he turned on the lights. A bit of detective work revealed that one radiator fan was hooked up backwards and spinning in the wrong direction, and the ground wire for the gauge circuit wasn't properly grounded. Within a few minutes, both problems were fixed and the new owner is a very happy camper indeed!

Driving For Dinner Raffle: The winner was Tony Blevins.

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

- BBQ set — Bud Millard
- Drilling/driving set — Ben Gage
- Detailing kit bag — Ben Gage
- De Tomaso Parking Only sign: Tony Blevins
- Caulk gun — Brian Bernard
- Mothers clay bar — Larry Finch
- Matchbox Pantera — Brian Bernard
- Pantera Parts Connection T-shirt — John Tomlin
- Folding Chair — Tony Blevins
- De Tomaso car shield — Liz Valdez

The meeting adjourned to the parking lot at 9:01 p.m.



Membership News

New Members for August:

There are no new members for August.

August Membership Anniversaries:

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

Lindsay and Estelle Crawford: 38 years

Forest and Judy Goodhart: 34 years

Jack and Judy DeRyke: 29 years

Howard and Sharon Renshaw: 29 years

John and Jane Bartole: 24 years

Richard and Beverly Traxler: 23 years

Ron and Bobbie De Maderios: 9 years

Al and Barbara Solis: 6 years

Walter Miranda: 1 year

Dennis and Carol Wilson: 37 years

Diane Dean: 29 years

Bayani Panis: 29 years

John and Olivia Linke: 28 years

Brian Bernard and Estela Romo: 23 years

Barry Hosier: 12 years

Oyvind and Dagny Bakken: 8 years

John Cho: 5 years

Dennis and Liz Valdez: 1 year

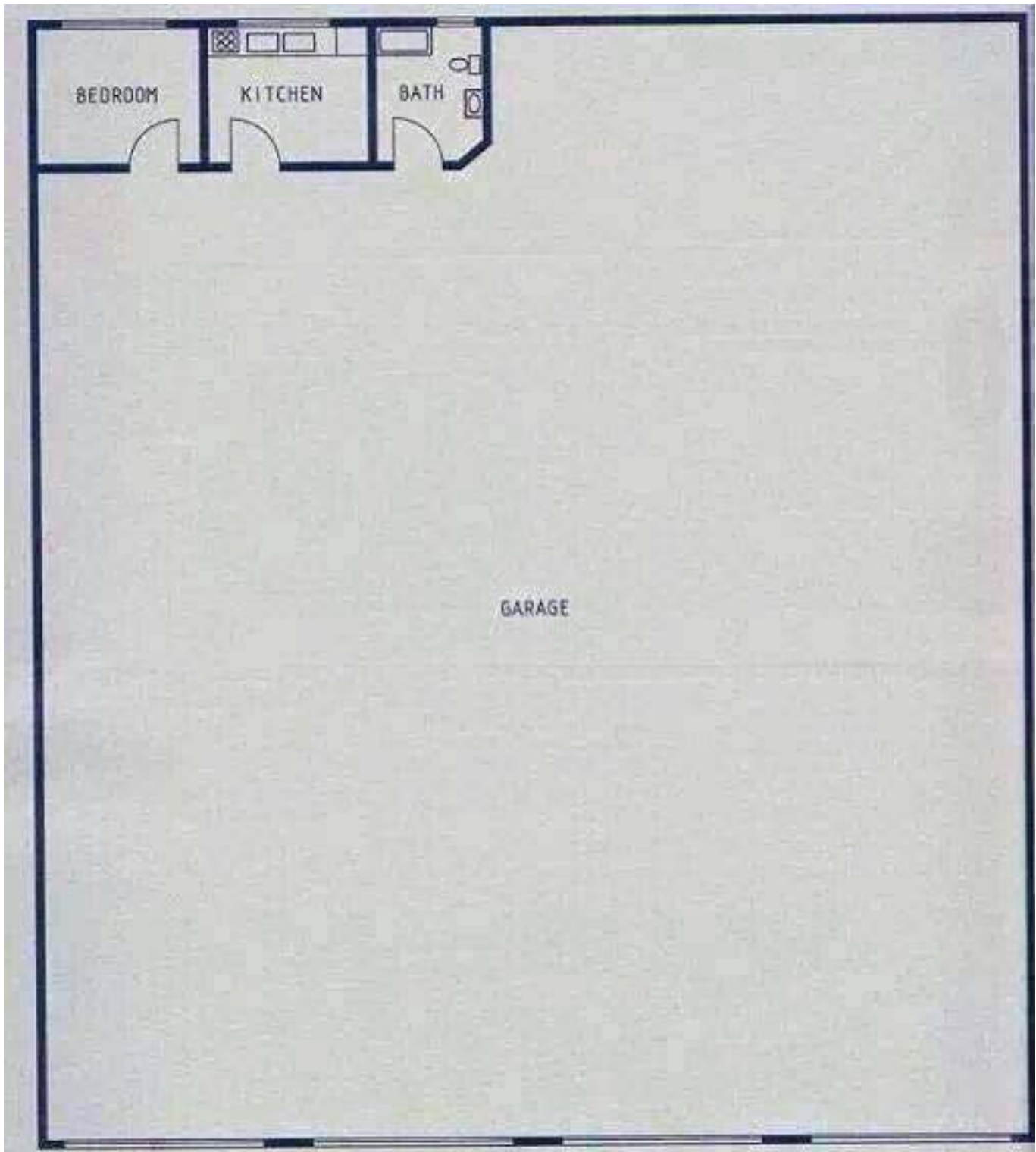
Remember to wear your name badge to the monthly meeting and receive one free raffle ticket!



Car Guy House Blueprint

Recently, a real Car Guy designed a house especially for himself, and generously offered the blueprint for free to anybody who wanted it. It incorporates all the features that the discriminating Car Guy demands, and includes every amenity one would hope for. As a public service, it's been reprinted in its entirety below.

You're welcome!



Don't Get Hosed!

Story and Photo by Mike Drew

Frequently, Pantera owners will seek to improve their car's braking performance. Upgrades can be relatively minor, such as new brake pads made with more modern friction materials, or braided stainless steel brake hoses, which have a rigid teflon center that doesn't swell under pressure as rubber brake hoses do.

Some owners will go a bit further, perhaps fitting aftermarket calipers which work with the stock discs. Then there are those who go hog wild and fit massive racing calipers and ventilated discs.

Yet somehow, I've found that owners tend to overlook the obvious. The Pantera uses a power brake system that relies on engine vacuum to actuate the power brake booster in the front trunk. An undercar pipe made of steel is connected to the booster, and to the engine, with a pair of rubber hoses.

While these hoses were of quite sturdy construction when new, time has taken its toll. Almost 20 years ago, I was riding at speed in a '72 European GTS being driven by P.J. Couillard, when he suddenly lost his brakes approaching a line of stopped traffic on a straight two-lane road. Thinking blindingly quickly, he made a fast 90-degree turn across the centerline and up a (thankfully long and deserted) driveway. Once stopped, we got out of the car to investigate, and he discovered that the original vacuum hose had simply crumbled away on the engine fitting, and he had thus lost all power assist. A few minutes spent with a knife resulted in a slightly shorter hose, whose end was now (relatively) sound. With braking performance restored, we continued on our way.

During Lori's recent engine overhaul episode, I took the time to examine her brake vacuum hose.

While the end on the engine was in fairly good condition, the same could not be said of the end affixed to the undercar pipe. As can be seen in the photo, the rubber hose was extensively cracked and split, and the external braid was frayed. The result was undoubtedly

v a c u u m leaks, which both adversely affected the braking performance, and may have influenced engine behavior as well.

While the plan was always to take advantage of the opportunity of having the engine out of the car to replace this hose, seeing its degraded condition just further motivated us. A simple trip to the auto parts store netted us suitable replacement hose, and braking performance is now excellent.

It's worth noting that just any old hose will not do. For years, Jim Seiferling struggled with a lack of braking performance on his black Pantera. He overhauled the calipers, changed pads, changed lines, bled them over and over again, and still the car failed to stop properly. He had the advantage of another Pantera to do side-by-side comparisons with, and difference with his white car's braking performance was like night and day.

He finally gave up and sold the black one to Randy and Linda Welch. Randy also noted the poor



While the clearly visible portions of Lori's vacuum hose looked okay, lurking out of view was evidence of dramatic failure. Don't let this be you!

braking performance, and while troubleshooting, he happened to note that when he stepped on the brake pedal, the rubber hose collapsed!

A previous owner had changed the original vacuum hose but had mistakenly substituted *heater hose*, which while appearing similar (it's round, and black, and made of rubber), has completely different internal construction. Vacuum hose is much stronger and designed to resist collapsing while heater hose is comparatively flimsy, and only has to sustain mild pressure.

Randy swapped out some proper vacuum hose and the braking was transformed!

So take a look at your Pantera's power brake hose. If it's original, it needs to be changed, like, yesterday. And if it's been changed by somebody else and your braking isn't all it should be, have somebody apply the brakes while you examine the hose; if there is the slightest deformation (collapse) under braking, it needs to be changed too!

Panteras on the Prowl

The Hillsborough Concours D'Elegance

Story by Bud Millard

Photos by Lee Scales and Brent Stewart

Ten Panteras and a Mangusta met at the Junipero Serra rest stop on Highway 280 to make the short trek to the Crystal Springs Golf Course where the Hillsborough Concours was being held. We caravanned into the golf course and were placed in a great location, which featured some trees for shade for the participants, and great sun to show off the cars.

We were greeted with hot coffee and goodies to eat while polishing and wiping down our cars.

Ferrari was the featured marque for the event and they made an impressive



Brent Stewart chose to show his second Pantera, #6855, recently purchased from Doug Johnson



The brand-new LaFerrari brings new meaning to the concept of 'hybrid car'

showing, including some rare models with telephone-number values. The latest technological *tour de force*, the LaFerrari, was also on display.

The event organizers invited a wide array of cars, including some beautiful hot rods from the 1950s. Traditional concours cars (high-end pre-WWII cars such as Rolls Royce, Bentley, Packard and Duesenberg) were also in abundance.

The weather cooperated nicely and made it a beautiful day to walk around, admiring and drooling over the fine cars throughout the course.

In mid-afternoon, the Pantera class awards were presented to Gary



An impressive lineup of nine Panteras graced the lawn

Spratling, Dennis Valdez and a black Pantera, owner unknown.

Bud and Jan Millard were entered in the judging, and their 1969 Mangusta took Second Place in the Exotic Car Class.

All in all, it was a great day and a great show. Thanks to all those who attended: Lee Scales, Lindsay Crawford, Steve and Merry Dalcino, Lou and Karen Brizzolara, Greg Hiebert, Gary Spratling, Dennis and Liz Valdez, Charles Rosenbrook and Darryl Johnson, with a special thanks to Brent Stewart for all his help.



The Pantera display was headed up by Lee Scales' beautiful yellow L-model



Pre-war Rolls Royce cars were surprisingly numerous



Ferrari 246 and 308 Dinos had their own display area



1950s hot rods had their own class as well



Greg Hiebert's highly original car was displayed separately



Rare Ferrari race cars included this pristine '64 250LM



Pontoon-fender 1958 Ferrari 250 Testa Rossa



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NEXT CLUB MEETING

**THURSDAY, August 27th, 2015
8:00 P.M.**

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

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

September 19-20 ----- Danville Concours (Bud Millard)

September 25-27 ----- Ironstone Concours (Bud Millard)

October 4 ----- Serrano Concours (John McNamee)

October 11 ----- All-Italian Car Show In Alameda (Steve Dalcino)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH