

pantera
CLUB OF NORTHERN
california



A Chapter of POCA

news

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No Meeting Minutes...

Due to the fact that there was no monthly PCNC meeting in December, there are no minutes to report, and thus (hopefully!) no corrections that will have to be made in next month's newsletter!

The club's first event will be the the annual Super Bowl party and tech session, at Mark and Linda Bailey's house. Look for the event flyer elsewhere in this newsletter.

Here's looking to a great 2019!

Membership News

New Members for January:

We are pleased to welcome **Erik and Jennifer Kolstoe**, from Pacifica. He is a project manager at a large construction firm, and she works at Phil Reilly and Company, the world-renowned vintage race car restoration shop. They don't currently own a Pantera but are hoping to buy one this year, and before they do, they want to get involved with the club and learn more about them. They currently own a 1969 Porsche 911T and a 1969 Corvette, although the Corvette may have to go to make room for the Pantera.

January Membership Anniversaries:

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

Phillip Miller, M.D.: 26 years

Steve and Linda Liebenow: 22 years

Chris McAllister and John Dilena: 15 years

Greg Taylor and Diane Silven: 12 years

Chuck and Lorie Banks: 11 years

Wolfgang Geisler and Gabi Dietrich: 6 years

Steven Airola: 5 years

Ernie and Jeanne Gabiati: 4 years

Barry and Kimberlee Muller: 23 years

Joel and Sheryl Montero: 16 years

Jay Leone: 14 years

Richard and Beverly Traxler: 12 years

Ron Southern: 7 years

Byron Paul Tomingas: 6 years

Bill and Montse Hohnhorst: 6 years

Thomas Bahrck and Arthi Maghrajh: 1 year



All-Italian Car Show

Story and Photos by Mike Drew

It has become a Columbus Day tradition that the Alfa Romeo club stages a wonderfully low-key All-Italian car show in Alameda, on the grounds of Lincoln Middle School. This show is remarkable in that it charges no admission fees for either spectator or entrant, and instead asks for a donation to the Alameda Special Olympics, a most worthy cause.

While Northern California plays host to the Concorso Italiano each year, which is undoubtedly the largest show of Italian cars in the nation, this comparatively minuscule show seems to draw a much more eclectic mix of Italian cars, often of a much more pedestrian variety. But this is a great part of this show's appeal. After all, once you've seen a hundred Ferrari 308s, you've seen them all. But when you find yourself confronted with an absolutely immaculate Autobianchi Bianchina, that is a truly special day indeed! Quite a few of the cars seem to be owned by Berkeley college professor-types, and many have been owned for many decades.

Each year, Steve and Merry Dalcino volunteer to organize the



The cheeky, cheerful Fiat 600 Multipla minivan at show center is emblematic of the friendly, low-key nature of the event



A proud assemblage of four very red Panteras from PCNC occupied the outer perimeter of the show

PCNC contingent, starting off with a breakfast at a great joint in San Leandro. This year four Panteras turned up, all of them red!

Besides Steve and Merry, there were Panteras belonging to Ken and Darlene Levin, Ken Bredlau, and Mike and Kim Dapper. While the group enjoyed a terrific breakfast, unfortunately Kim was feeling a bit under the weather, and after breakfast they had to return home. The re-



A very diverse and eclectic group of Italian scooter riders (mainly Piaggio Vespas) made a terrific entrance, and an even more spectacular exit, filling the sky with blue exhaust smoke



Ducati has always known how to build fast, beautiful motorcycles. This example from the late 1970s was extremely exotic in its day



PCNC's resident octogenarian wild man, Doug Abadie, with his hot-rod Ducati



Besides our Panteras, Tom Tjaarda was also represented by another seminal work, the Fiat 124 Spyder



Why is a Japanese Acura NSX included in an All-Italian car show? Why, it was designed by Pininfarina, of course!

maining three cars traveled a short distance in convoy to the show site.

Waiting there for them was Lori and Mike Drew, who had just arrived directly from home in Lori's (red!) Pantera. Through a bit of arm-waving and shooing-off of interlopers, the four Panteras were able to be parked together, which represented the only example of marque cohesiveness to be found anywhere in the show.

The weather was spectacular, as it usually is in early October, with nary a cloud in the sky. The Fleet Week air show was taking place over the bay, and while it wasn't directly visible from the show site, all day we were entertained by views of various airplanes coming to and from the show site.

Before long, lawn chairs were set out and some serious chin-wagging was taking place. But there was plenty to see, and so most people at various times set off to wander the show grounds and take it all in.

There was a good-sized motorcycle area, including a small army of Piaggio Vespa scooters. This highly non-threatening 'gang' arrived with great flourish, stayed for a few hours, and then departed as a group, leaving behind a remarkable cloud of smoke!



The Maserati Biturbo was the world's first production twin-turbo car. The brain-child of Alejandro De Tomaso, it was intended to bring Maserati downmarket somewhat, and provide an Italian alternative to the ubiquitous BMW 3-series coupes and sedans. The resultant car bore a familial resemblance to previous Maserati sedans (particularly the Quattroporte and Kyalami), but was reasonably priced at only \$18,000. Powered by a twin-turbo 2-liter V-6, it offered electrifying sports sedan performance mixed with luxury, but sadly reliability was not its strong suit. Well-maintained examples will run forever, but those suffering from the slightest bit of neglect have been known to financially immolate their hapless owners. This first-generation example was in particularly fine shape, and the owner reported a history of zero problems. Alejandro De Tomaso used one as his daily driver, along with a nominally identical Spyder version for sunny days



Among the never-imported-to-the-US rarities was this early 2000s Fiat Barchetta. Good luck finding parts for it!



The Maserati Bora offered similar performance to the Pantera at a much higher price. Only 564 were made



The field at Lincoln Middle School was awash with Italian cars of every description, from the exotic to the mundane

Nestled among the mostly classic and antique Italian motorcycles was a truly formidable-looking machine, piloted by PCNC's Doug Abadie. His 2013 Ducati Panigale R is a 'homologation special', a limited run of only 1000 examples (only 250 for North America) made to allow the bike to be raced in the World Superbike Championship. Right out of the box, boasting a full 200 horsepower and an extremely advanced chassis, it was the fastest production motorcycle ever sold, but that wasn't good enough for Doug. He has continued to tinker and modify it to make it even faster, fitting carbon ceramic brake rotors with titanium bolts, steepening the steering angle for faster steering, and fitting various go-faster parts like a Dymag carbon rear wheel and a Termignoni race exhaust. Doug is a wicked fast rider, regularly running off and hiding from other riders on serious machinery, despite the fact that he is fully 80 years old!

C. Obert & Co. is the only authorized supplier of original Fiat spare parts, and they are conveniently located in Santa Cruz. They have a classic Fiat truck that they jam with all sorts of small parts, posters and keychains etc. which doesn't scratch the surface of his

inventory back at his shop. Nestled in between treasures like 1950s Ferrari taillights and original Rome license plates from 50 years ago could be found a handful of Pantera parts too!

The Italian theme is universal—even the catering truck was operated by an Italian immigrant and featured a delicious variety of Italian fare, all quite moderately priced.

With perhaps 150 cars on display, the show is never overwhelming, and by mid-afternoon cars start to slowly depart. And so it was that at about 3:00 p.m., the four Pantera teams packed it in and went their separate ways.

It's a shame that this show isn't publicized better. The venue could certainly support more cars, and the show could stand to grow quite a bit without losing any of its charm.

This year's show had a bit of a melancholy cast for the Pantera group, because this was the favorite event of the late Guy Dellavecchia, and for many of us, the last time we saw him was at the 2016 iteration where he announced that his cancer had returned. His memory will always live on, and hopefully together we can honor him by making a greater effort to participate in the 2019 event.



The members of the PCNC crew were gathered in front of their cars for most of the afternoon, telling stories and enjoying the fall sunshine



Modern Ferraris are now mass-market cars, built in very high numbers. Relatively few modern Ferraris were present, but there were some notable classics from the 1950s and 1960s. The 1958 Ferrari 250 Pininfarina GT coupe, 1959 250 Pininfarina Spyder, and 1968 365 GT 2+2 all represented an era when Ferraris road cars were built in limited numbers, and were considered to be fast, elegant and sophisticated, appealing to successful businessmen and celebrities of the day

Weird Science

Electrolytic Rust Removal

Story by Mike Drew

Photos by Steve Liebenow and Mike Drew

Some months ago, Steve Liebenow brought some parts in for 'show and tell' at the monthly PCNC meeting, including some seat tracks that I had sold him a few weeks earlier. When they left my house, they were covered in surface rust, yet at the meeting, they were gleaming and spotless! Steve explained that he had removed all the rust using a home-made electrolysis unit. Intrigued (and with a house full of rusty Pantera parts), I asked to borrow it to see it work for myself.

So, how does it work anyway? Although the short answer is 'magic', the actual answer is only slightly more complex. A conductive solution is created, sacrificial anodes are submerged in the solution, then the part is submerged as well. A power supply is used to provide a small amount of positive current to the anodes, while the part is attached to the negative end of the power supply. The current travels through the solution and in the process flakes off all the rust, which



This shows the various stages of the process. The bottom track was treated on one end with an expensive rust-removal chemical called Evapo-Rust, and on the other end by electrolysis. The center track has been cleaned up with Scotch-brite, and the third one has been painted

initially may bubble to the top of the solution, but eventually settles to the bottom. The flaking/softening of the rust occurs because of the reaction at the surface of the good steel that essentially pushes the rust off.

A plastic 5-gallon bucket is a good container to derust small parts and tools. You will also need a power supply (either a battery

charger, or an old computer power adapter), and washing soda (available in the laundry detergent section of your supermarket). Note—washing soda is not the same thing as baking soda. Steel rebar (five 18-inch lengths of 1/2-inch rebar) will serve as the anode; to prevent a short circuit which would result if the part touched the rebar, it should be



This shows the initial stages of the construction of the rusting apparatus. Lengths of rebar have wire tied around them to secure them, and are then inserted into drilled PVC pipe and the wires are fed through holes in the side of the bucket. The protruding wires are then all joined together, apart from the last pair. A ground wire with an alligator clip is secured with a nut and bolt

protected by sheaths made of PVC pipe with holes drilled through them to allow the solution to freely circulate around them.

Finally, you will need about five feet of pliable tie wire (non-insulated), yellow and red wire nuts, a length of insulated copper wire (black for ground), and alligator clips to connect the power and ground wires.

The steel material in the rebar will eventually be used up; it is called 'sacrificial' for a reason. If you should happen to wire the apparatus up backwards, your precious steel part will become the sacrificial anode, so don't do that! Don't use stainless or galvanized steel for your anodes. Again, simple steel rebar inside PVC is the best solution.

To assemble the tank and electrodes, first cut the rebar to 18-inch lengths, and cut the PVC pipe slightly longer. Drill numerous holes in the PVC to allow the water to circulate. Space the rebar/PVC pipes evenly around the inside of the bucket, running top to bottom, and mark the

locations.

Drill two small holes about 1/2 inch apart, two inches down from the rim, for each piece of rebar. These will be used to secure the rebar to the inside of the tank. Drill corresponding holes at the same height in each piece of PVC pipe.

Insert a 5-inch loop of tie wire through the holes in the bucket, through the holes in the pipe, around the rebar, and back out again. Twist the ends of the wire tight to secure the rebar to the bucket, then snip off the ends so about one inch of wire is remaining.

Once all five pieces of rebar are in place, make four sections of copper wire and run them between the rebar wires. Use wire nuts to con-



The outside of the bucket, showing the protruding end of the ground wire bolt on the right, and the first of the rebar wires for 12V on the left

nect each rebar wire with the next. Do not connect the first and last rebar (i.e. X—X—X—X—X—). You should have a short length of wire protruding from the last rebar in the chain.

Drill another hole near the top of the bucket for the ground wire. Attach an alligator clip to a short length of black wire, and an eyelet to the other end. Run a bolt through the eyelet, and attach the ground wire to the inside of the bucket with the bolt running through the hole to the outside, and secure with a nut.

Although Steve chose to use an old computer power supply because he had one lying around, a small battery charger probably works better and is certainly easier to use. Automatic 'smart' chargers will not work well; what you want is a simple charger that produces a fixed amount of current. Most allow you to select 2 or 10 amps; the 2-amp position should be used.

Fill the bucket with ordinary tap or hose water within about two inches of the rim (below the wires securing the rebar to the bucket), and stir in about five tablespoons of washing soda to form the conductive solution. This is enough to get the current flowing. More washing soda will make the solution more conductive, but does not appear to speed up the process and may burn out your power supply.

The electrolyte will last indefinitely; the dirt, rust and grime that is removed from the parts will settle to the bottom of the bucket. A lid for the bucket will prevent evaporation of



The system in action! A nasty slurry of rust and hydrogen bubbles to the top, and with time, eventually the rust particles settle to the bottom. The seat track has already been treated on the visible end, then flipped over so the remaining portion can be treated

the solution. The solution is a bit caustic so it's a good idea to use dishwashing gloves and safety glasses when working with the system. If you should choose to replace and renew the solution, the old solution is actually very beneficial as a fertilizer and should simply be thrown onto your plants; there are no toxic materials in the solution.

To operate it, submerge the part to be de-rusted in the solution, and connect the ground wire alligator clip to the part. You must ensure a good, solid connection for it to work.

To the maximum extent possible, try to position the part in the center of the solution and as far away from each of the anodes

as possible. Electrolysis is a line-of-sight process. The sacrificial metal needs to be able to see the rust. The larger your tank and the more dis-

tance you put between the part and your sacrificial metal, the better your tank will be at cleaning odd-shaped parts. Paint and dirt can block the process from working on the rust.

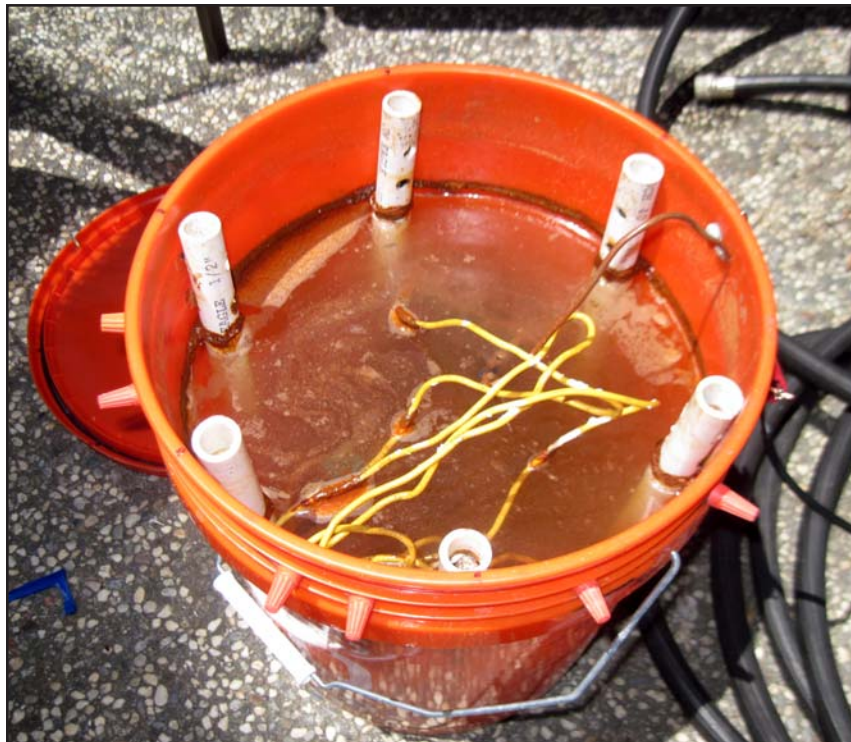
Once the part is positioned and connected to the ground wire, attach the negative lead of your power supply to the ground wire bolt, and the positive lead to the wire attached to the rebar. It is okay if the ground wire clip is submerged in the water.

When you turn on the power supply, you should immediately see tiny bubbles forming on the surface of the part. As the process progresses, the rust will start to flake off and the water will become muddied with rust and goop. Depending on the size of the part, the amount of power used, and the amount of rust, the process can take anywhere from an hour to a couple of days. The longer the part is left in the solution, the less manual labor will be required to finish it off. The larger the surface area, the more power will be required to derust it in a given amount of time, or the more time will be required for a given amount of power.

Multiple parts can be de-rusted



A plastic bin full of Pantera parts was left outdoors and developed a leak, which allowed it to fill with rainwater, causing the rust seen here. This would be a great test for the effectiveness of this system



The pieces were connected together with the yellow wires (which have alligator clips on each end), and one piece was connected to the brown ground wire. Because the total surface area of the parts is much greater than in the previous example, the reaction is slower and less spectacular, but no less effective

simultaneously by connecting them to one another with short lengths of wire and alligator clips in a daisy-chain manner. If a part is too large to be fully submerged, only that portion in the solution will be derusted. The part will have to be flipped over to derust the other half.

Note that one of the byproducts of this operation is hydrogen gas, which is highly flammable (remember the Hindenburg?). For this reason, this process should *only* be used outside.

When you remove the part from the solution, it may be completely black, or it may still have rust remaining on the surface. However, this rust will easily wipe off. The rust is converted to iron oxide and magnetite, which gives the parts a black oxide appearance. The rust residue will wipe off, but stubborn deposits will perhaps require a bit of attention with a wire brush. A final scrubbing with scotch-brite will leave a uniform surface condition.

Heavily rusted parts will not come out smooth, because the rust will have pitted the metal. If a rusty part needs to be painted, it's pos-



After several hours in the bath, the parts emerged looking like this. At first glance this is not encouraging, but the rust isn't actually adhering to the parts any longer; it's just sitting there, resting on the surface

sible it will require a thin skim coat of filler to fill the rust pits.

If the black oxide coating is re-

moved from the part, it will be susceptible to rusting again unless it is protected with some sort of preservative like WD-40.

Dedicated rust-removal chemicals such as Evap-o-Rust, or bead blasting can result in a perfect finish, but those solution are expensive and/or labor-intensive. If the goal is to have a perfect part, the bucket deruster can do most of the heavy lifting, and then the expensive product can be used for final finishing.

Note that this whole operation can be scaled up to treat larger parts; a plastic garbage can, more rebar, and a more powerful power supply are all that is needed.

As with anything, more information can be found by doing a Google search on 'Electrolytic rust removal'. Thanks to Steve for bringing this fantastic idea to my attention!



Just a few minutes work with a hose, followed by metal brushes and a toothbrush, resulted in parts that looked as good as new. Those that were originally coated in black oxide (which itself is a form of rust) were left very black, while parts that were originally just bare steel had a lighter coating of black

Foot Ball, Foot Ball, Foot Ball

Join us for the LIII (53rd) Superbowl

(Kick off time is still TBD but it is usually around 3:00)



Our gates will open at 1:00

Join us for wine tasting, beer drinking and great food and hopefully a good game!

Bring a dish!!

(The lift, tools and welders will be available)



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Please RSVP to Mark and Linda
Bailey so we have enough food @

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NEXT CLUB MEETING

**THURSDAY, January 25th, 2018
7:30 P.M.**

**HOLDER'S COUNTRY INN
998 S. De Anza Blvd, San Jose**

UPCOMING CLUB EVENTS

February 4 ————— PCNC Super Bowl Party (Mark and Linda Bailey)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH