



A Chapter of POCA

# news

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

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## *No Meeting Minutes...*

Once again, because there was no formal meeting, there are no minutes to report. A handful of people have been taking part in online gatherings on Zoom, but hopefully this is not going to be necessary much longer. In the meantime, hopefully you can join us on Zoom on December 31st.

A number of PCNC members are committed to taking part in the Breakfast Club Rally event to be held in Marin County on the morning of January 1st. Inspired by the now-defunct Anti-Football Rally created by legendary Bay Area automotive stalwart Martin Swig, and later carried on by his sons, this event will afford people the opportunity to mix in a socially distant manner with a wide variety of like-minded people, and enjoy their cars on a beautiful back-roads drive through Marin county. See the flyer elsewhere in this newsletter. Since you won't be able to attend a party on New Year's Eve, you might as well just go to bed early and get up and come join us!

# Membership News

## New Members for December:

We have no new members this month.

## December Membership Anniversaries:

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

**Peter and Christine Kovacs:** 17 years

**Trevor Fougere:** 14 years

**William and Robert Asbury:** 9 years

**Ed and Paula Dossen:** 5 years

**Hans Schulz:** 3 years

**Marcus and Irene Smith:** 15 years

**Dennis Sellen:** 11 years

**Greg and Michael Hiebert:** 8 years

**Garry and Shirley O'Roark:** 3 years

**Erik Kolstoe and Jennifer Solan:** 2 years

# Christmas Spirit Lives In PCNC

*Dennis and Liz Valdez are the folks who invest tremendous amounts of time and effort organizing our Christmas party each year. When Brett Santos reached out to Dennis seeking help on getting a Christmas tree to his condo, Dennis felt the Christmas spirit of community with all our PCNC friends, and decided to reach out to everyone to wish them the best of cheer for Christmas and the New Year. Dennis and Liz are thankful to be part of the PCNC community and hope to see everyone soon in the coming year!*



# Doin' Donuts

*Story and Photos by Ron Southern*

After installing a set of headers using OEM-style graphite/mesh donuts at the header collector/exhaust pipe connections, they soon began to crumble and disintegrate, causing exhaust leaks, tailpipe rattles and backfiring. Because the gaskets were breaking apart, re-tightening only made things worse.

Checking with Mike Drew about a solution to this problem resulted in his suggestion to check with Mark Bailey for the correct O'Reilly/Mahle metal part number that he had used to recently solve the same problem. Checking that part physically for a close match resulted in a NAPA/FelPro metal donut number as well. Here is the relevant data:

Hall Pantera OEM-style graphite/wire mesh: ID 1.9250 OD 2.5 W .720

NAPA/FelPro # 60985 sintered metal: ID 2.030 OD 2.5 W .565

O'Reilly/Mahle #F17250S sintered metal: ID 2.020 OD 2.5 W .530

I decided to install the slightly wider/closer to OEM units from NAPA/FelPro, using 2 1/4 inch long Grade 8 flange bolts and matching "stover" nuts with their oval locking top threads, which gave enough extra thread room to even double lock them as well.

Now I have solid exhaust pipe connections with no more leaks, and those headers now bark instead of bite!



*In a search for the Ultimate Donut Solution, I bought new nuts and bolts, as well as traditional donuts from Hall Pantera, and sintered metal donuts by FelPro and Mahle*



*The stock-style donuts fit perfectly, but history had shown that longevity is not their strong suit, and they tend to fail relatively quickly*



*The Mahle donuts are compressible, but infinitely stronger than the stock style*



*Fitted with stover nuts and standard nuts on new bolts, I'm convinced I will never need to touch them again!*

# A Fun Day At Work

*Story and Photos by Mike Drew*

One of the advantages of living in a two-Pantera household is that there is double the likelihood that a working Pantera will be available at any given moment. The disadvantage is that with one car working, it's easier to just drive that one over and over, rather than attending to problems that might be affecting the other one. After all, it's always more fun to drive a Pantera than to fix one, right?

Regular readers of this newsletter may remember me publishing a blurb about the failure (from a casting flaw) of one of my 10-inch rear wheels, two years ago or so. It was quite a struggle to find a single replacement but I was finally successful and it landed at my front door in February. Given that I already had new tires waiting to be mounted, it should have been very straightforward to simply jack up the car, remove the wheels, and have four tires mounted on four good wheels. However, for no good reason at all, this didn't happen until December!

And so it was that after a two-year layoff, I finally had a fully roadworthy Pantera at my disposal. A brief test-drive resulted in an ear-to-ear smile, and as I needed to show up at work at 5:45 a.m. to fly a training sortie in the C-5B Galaxy the following morning, and since I had somewhat recently hooked up the heater, I figured there could be no better way to get to work than behind the wheel of my Pantera (still covered in ashes from the fires in August).

I woke up early, and after shuffling cars around to make room, I started it up and backed it out of the driveway, and headed out of our neighborhood as quietly as one can in a Pantera. The route to the base normally involves skirting along the edge of town for the first portion, and the last few miles are empty farm roads, but a slight detour took me to an all-back-roads routing. The roads in question are almost all ribbon-straight, narrow, sometimes bumpy, and bordered by extremely formidable

drainage ditches, so they demand utmost attention and respect.

I expected traffic to be light due to the early hour and pandemic stay-at-home order, but was surprised to find *nobody* sharing the road with me. The heater was cranking out plenty of BTUs, making the cabin quite pleasant even though the outside temperature was only 34 degrees. I found myself whistling along at a somewhat elevated rate of knots, reveling in the joy that is driving my own Pantera.

As I approached the Travis AFB north gate, I began to really wonder why there was nobody else around, and only as I got there did I remember that they changed the hours of operation a few months back, and instead of opening at 5:30 a.m. as it has for the past, oh, 30+ years, now it doesn't open until 6:00 a.m.

I was now faced with the prospect of doubling back along a portion of my route, and then making a 12-15-mile detour around to the front gate, which is open 24 hours. As I turned around and looked back up the road I had just traveled, I was struck with several thoughts at once:

Nobody else is dumb enough to try to come through a gate with a 6:00 a.m. opening time at 5:20 a.m., which explains why there were absolutely no cars on the road.

Even though it would be no big deal if I was late, it just doesn't look professional, and if I hurried, I could perhaps make up the lost time and still arrive on time.

And I was driving a 540-horsepower Pantera with brand new tires on roads I know intimately.

And with that, I put the hammer down, and ran it up through the gears, finally clicking into 5th gear at what seemed to be an appropriate pace. After a minute, a glance at the speedometer revealed that this pace was just about 120 mph!

In hardly any time at all, I had ar-

rived at an intersection with a main road, populated by not-dumb people heading to the proper gate, and I dutifully fell in line, and made it to my destination with a minute to spare. My senses were all still tingling from the exhilaration of the full-throttle charge and high-speed cruise through the early dawn.

After the necessary administrative queep and obligatory preflight inspections, we took off and headed up towards Oregon to rendezvous with a KC-10 tanker for air-to-air refueling practice. Following that, we returned to Travis AFB and then beat up the traffic pattern for a couple of hours, practicing instrument approaches, and searching for the always elusive, virtually unattainable perfect landing.

As we would take off from a touch-and-go landing, and bank up over the base to come back around for another try, I looked past the copilot, through his side window, and spotted my Pantera parked in the lot outside Base Operations. (It turns out it was the only yellow car on base that day, making it easy to see). As fun as it is flying a giant airplane, I couldn't help but feel anxious to land so I could drive my Pantera again!

After a four-hour flight we were done, and the crew bus dropped us in front of base ops. I jumped in my Pantera and decided to take a scenic drive around the completely deserted access road that leads to the opposite side of the runways. In the past, we referred to this road as the Squadron Test Track, and there have been reports of high-speed hijinks there in the past, but this morning I just cruised along. There is a forlorn 1960s era C-5A parked out there, which was saved from the ignominy of a last flight to the boneyard because it is destined to be put on permanent display on the base someday. However, they haven't quite figured out how to move a 405,000 pound airplane with a 222-foot wingspan to the chosen location in the center of the base; they would either have to dismantle the plane and reassemble it in place, or

tear down at least a couple of buildings which are in the way. And so it sits, waiting for somebody to make a decision....

After taking a lap along this access road, I stopped in at the base commissary to do some pre-Christmas grocery shopping. Uniquely in the world of exotic cars, the Pantera's prodigious trunk makes it eminently suitable for such mundane domestic chores, so long as the butter and ice cream aren't

placed back there! In a throwback to a distant past, the commissary is 'full service' and a gang of elderly women make their living bringing groceries to

customer's cars for (generous) tips; the lady helping me this day was more than a bit perplexed when she saw where my bread and Corn Flakes were going!

Once all buttoned up, I set off back the way I came in the morning, at a much more relaxed pace, and after a half-hour or so, pulled into my garage. It had been a

relatively routine day at the office (so to speak), made extraordinary simply by the vehicle I had chosen to transport me there, and the method I had chosen to employ it.

We live in unusual times, and it's easy to forget how pleasurable it can be to travel via Pantera instead of a more mundane conveyance. Remember that every day behind the wheel of a Pantera is a celebration!



*My Pantera and a forlorn C-5A in quiet repose, miles from anywhere on a beautiful fall day....*



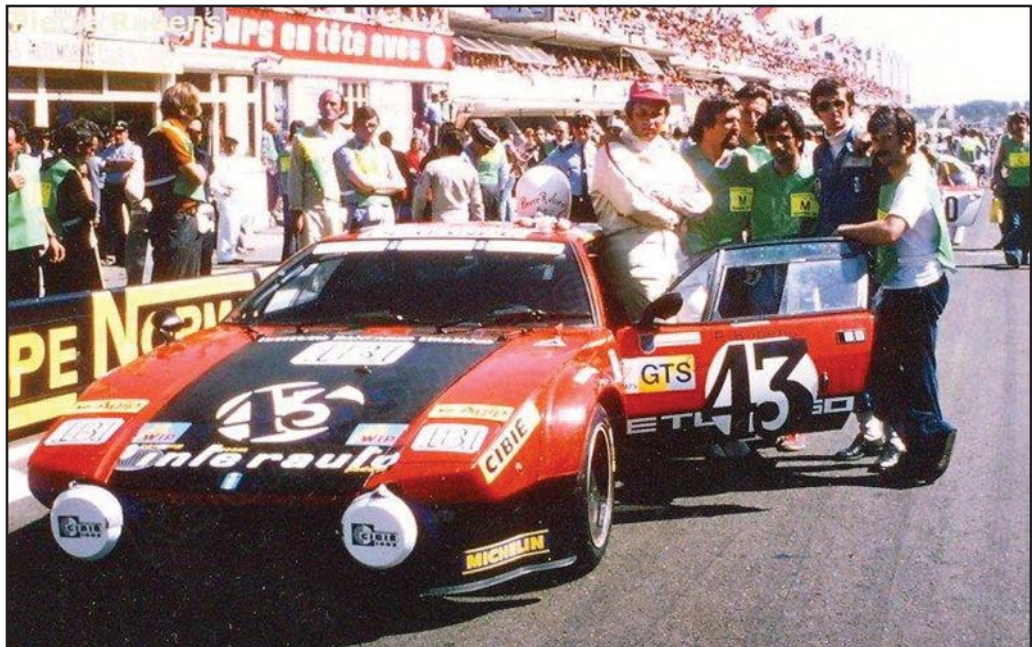
*This elderly bagger said she had never seen a car like this taking groceries home!*

# The Kyosho Pantera Gr4

Story and Photos by Mike Drew

Let's face it: for an untold number of reasons, 2020 has pretty much sucked. However, if you look hard enough, there have been a few bright spots worth celebrating.

One such event is the release of an extremely detailed 1/18th model of a De Tomaso Pantera. And this isn't just any Pantera—this is the factory Gr4 Pantera #2860, owned and campaigned by legendary Belgian De Tomaso distributor Claude Dubois. Claude was himself an eight-time Le Mans entrant, both as a privateer for the legendary



*The factory Gr4 Pantera #2860 made its second appearance at the Le Mans 24 Hours in the hands of Paul Rubens, a wealthy Belgian privateer (leaning on the car), accompanied by Paolo Bozzetto, a talented Italian privateer whose presence on the team helped guarantee support from De Tomaso*

Equipe National Belge team, and as a factory driver for Triumph, Rootes Group (Sunbeam Tiger), and Shelby (GT-350R). Claude was European distributor for Shelby and the Ford

GT40, and later became the largest and most successful De Tomaso distributor in history, having sold many hundreds of De Tomaso cars over a span of three decades.

A true racer at heart, when he learned in 1971 that De Tomaso planned to campaign the then-new Pantera in international FIA Group 4 racing for the 1972 season, his hand was the first in the air, and he took delivery of #2860 early in 1972.

The car had a long and storied history, and significantly was probably the only Pantera to finish the grueling 24 Hours of Le Mans twice, first in 1972, then again in 1975, both times campaigned by Team Claude Dubois (although technically the second time the car was actually being run by its new owner, Paul Rubens, with an Italian named Paolo Bozzetto as his co-driver, and was entered under Claude's



*This unusual overhead view shows some of the unique details of the factory Gr4 cars as they evolved over the years. The fuel tank (which was on the right side) originally used a Cobra-style flip-cap in the side gill, but by 1975 changes in the regulations meant it was converted to a dry-break filler in the roof with a side vent. Also note the air scoop/rain shield over the Webers*

name because of his well-known history to the Le Mans organizers).

Founded in 1963 in Japan, Kyosho has been primarily known for their radio control products. They have a wider range than any other R/C manufacturer, including racing and ready-to-run cars, trucks, helicopters, planes, and boats. Since 1992 they branched out into the newly booming market of collector-grade die-cast car replicas, competing with other major brands such as AUTOart and Minichamps. Their online catalog includes almost 1000 die-cast cars and accessories.

It was with no little excitement that I learned almost two years ago that they were about to add a Pantera to their product lineup. After many months, some sneak-peek photos started to emerge, and as I was concerned that this might be a limited run with limited availability, I found a retailer advertising future deliveries and plonked down the full price right away.

Then came a wait. A long wait. Over a year, in fact. The dealer kept me appraised as the anticipated release date



*The monolithic box has nothing but faint writing printed on the outside to suggest the treasure that lies within*

was slipped, then slipped again. Then one day I got the happy message that the models were shipping and the retailer would have them in-hand shortly.

A few weeks later, I came home

to find a very well-padded box on my doorstep. Inside was a box that was almost menacing in its plain blackness. Inside that was the best model Pantera I have ever seen in my life!



*Utmost care is taken to ensure no damage befalls the model before it arrives in the customer's hands. It is mounted on a pedestal which is inset into the styrofoam box, and the upper half is molded to the contours of the car, ensuring there is absolutely no movement while it is in transit*

Crafted using over 180 individual parts, the lengths to which they went are simply amazing, and the attention to detail is second-to-none. Alongside the model was a curious-looking tool that I eventually figured out was a plastic prybar intended to carefully open the doors and front trunk.

Once they are open, their fanaticism is plain to see. I have to presume that they had access to a genuine Pantera, although not the actual car they are replicating (which is owned by Claude's former chief mechanic, Guy Trigaux, now living in Simpsonville, South Carolina). For



*Working only from historical photos, the graphics artists at Kyosho did a perfect job replicating the paint as well as the numerous sponsor decals which completely covered the car on that fateful weekend*

the most part, the car accurately reflects the details of the original car exactly as it appeared in 1975, including the De Tomaso-specific racing seats, 180-degree exhaust system, Campagnolo 10- and 14-inch wheels, ZF gearbox, Weber carburetion etc. etc. etc. The longer I study the model, the more fascinating details jump out at me.

They didn't skimp on the exterior detailing either. The graphics exactly replicate those found on the original car on that June weekend



*Everywhere you look, you see accurate details such as the sliding perspex windows, and the rubber tie-downs for the decklid*



in 1975, as the photos from the race reproduced here clearly show. Little details like the rubber tie-downs for the decklid (they forgot the ones for the front trunk), sliding Perspex windows, Vitaloni Californian door mirrors, and huge Carello front driving lights are all copied perfectly. Even the stock headlights raise and lower!

I surmise they had access to a conventional street Pantera, because a few non-original details snuck in, including a lay-down radiator with sucker fans, a GM truck brake master cylinder, and a Hall Pantera engine



*Things only get better when you open up the doors, hood and decklid*

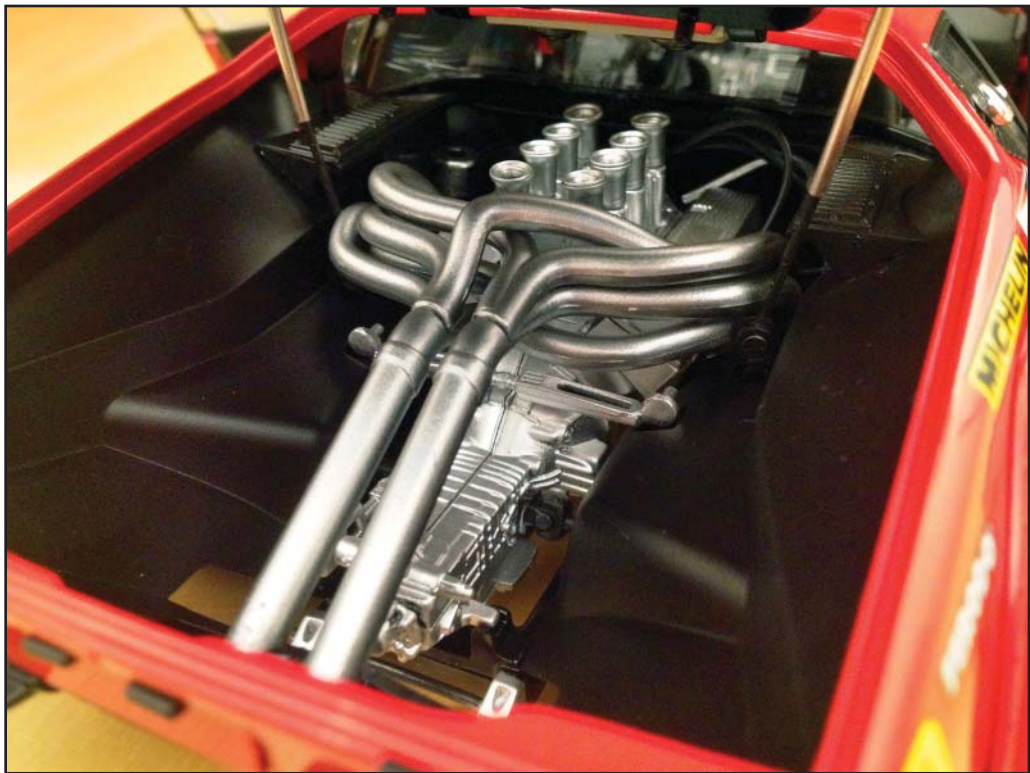


*The level of interior detailing is almost absurd! Notice the numbers on the speedo and tach, as well as the De Tomaso logos on the main instrument faces. The minor gauges, switches and heater controls are all replicated accurately, as are the pedals. The steering wheel accurately copies the three-spoke Momo Prototipo used on the original car as well*

bay spreader bar. Also, the heater vents in the dash are slightly too tall. But considering the incredible presence this model has, such minor mistakes are certainly forgivable!

(Kyosho has also produced a pair of companion models of a street GT/4 Pantera, in either red/black or blue/black. Although it retains most of the detailing of the race car, amazingly it has several notable differences, including a GTS/GR3 front air dam, Hall Pantera 'Big Bore' mufflers, and a completely different engine with a traditional hot-rod Holley and round air cleaner.)

I confess I haven't quite figured out how to display this in our



*Having seen the original car in person, I can attest to the accuracy of the detailing in the engine bay, including the sand-bent 180-degree headers, and Weber induction (although the heat shield box is missing). The intricate webbing on the ZF gearbox is also replicated perfectly, as are the driveshafts. The engine bay spreader bar is rather like a Hall Pantera part, which is one of the few instances where the model deviates from the original*



*The front trunk is similarly well-detailed, right down to the aluminum ID plate which surrounds the VIN stamping behind the brake booster. A pair of stock A/C condenser fans from the street version of the model are used here as radiator fans*

house. In 1991, while in Okinawa, I was fortunate enough to stumble into a shop near Kadena Air Base that had a bunch of old car posters from 1975 and 1976. Amazingly, they had a single example of this exact car, and I bought it on the spot! The poster has occupied pride of place among my not-inconsequential Pantera artwork collection ever since, but I now need to rethink things. Perhaps a custom frame for the poster that incorporates a plinth to support the model would be appropriate.

Thankfully, the pandemic has afforded



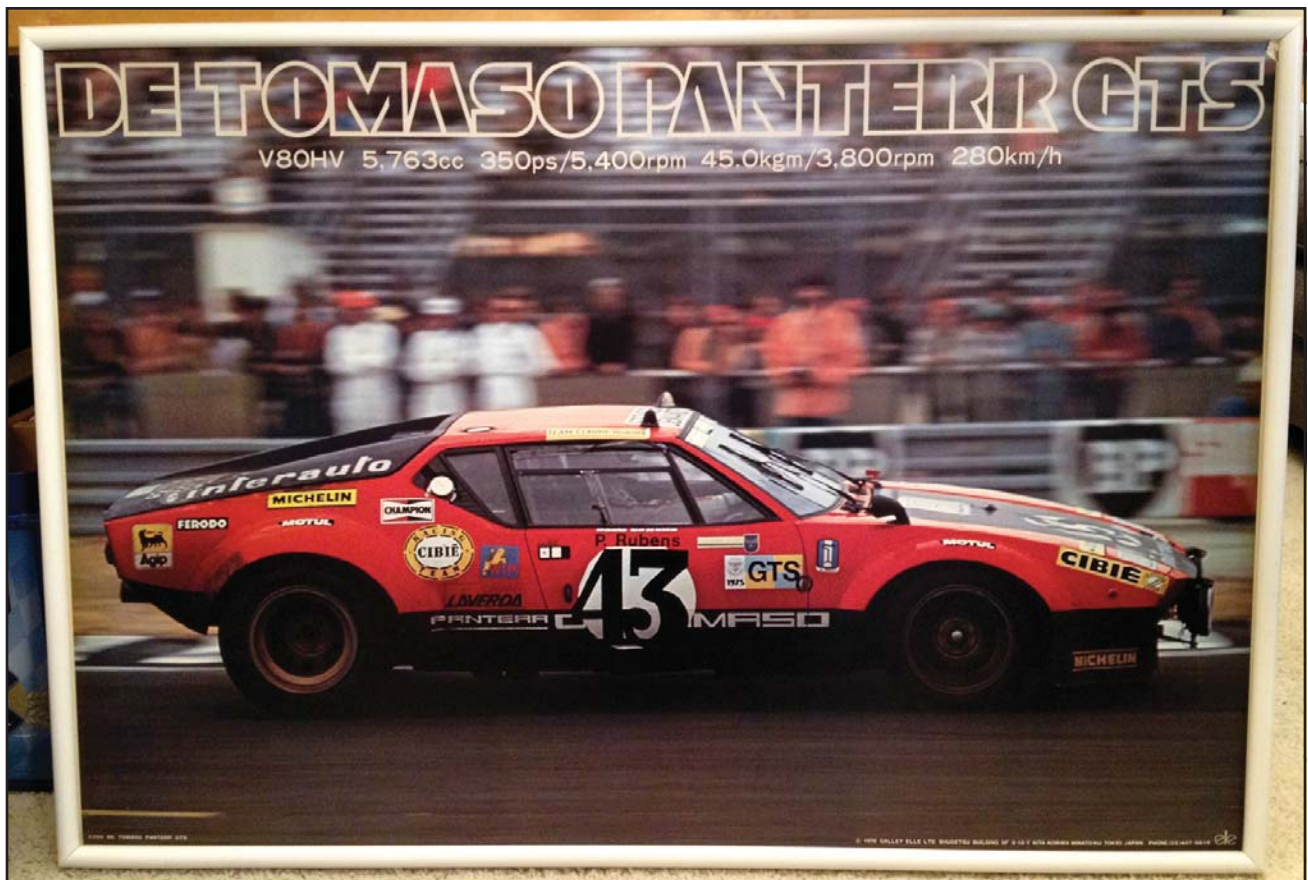
*Two different street versions of the model are also available, both nominally the same as one another apart from color (either red or blue), but markedly different from the race car in many respects. Although they retain the racer's sliding perspex windows, they have a different hood with hood vents, a standard engine, and a Hall Pantera Big Bore exhaust system*

me the time to consider undertaking ridiculous projects such as this. Hopefully I can bring this vision to reality sooner rather than later.

If you want to get one of these models for yourself, they are available from a number of different retailers of

high-end models, at a suggested retail price of \$189.95. As these are considered an appreciating asset it shouldn't surprise you to learn that Amazon is selling them for \$275! I got mine from LegacyDiecast.com, and currently they are advertising both this race car, and

the blue car, for the original retail price. Other vendors have the plain red one available, but in general it seems likely that they will all be unavailable very soon, so if Santa didn't already leave one under your tree, get one for yourself right away!



*Printed in Japan in 1976, this 24" x 36" poster of the "DE TOMASO PANTERR GTS" is impossibly rare; I have never seen another copy of it anywhere. It shows the car near the end of the 1975 race, filthy but proudly running strong!*

# Pantera Parts For Sale

New PCNC member Chad Aanenson has a number of parts for sale he has removed from his project Pantera. Among them are a set of stock 7- and 8-inch Pre-L wheels, original Ariston adjustable shocks and springs, a 1971 flat decklid in primer, a complete original windshield with rubber gasket and four-piece molding, and a 1971 dashboard with the Stroppe modifications consisting of a third defroster vent and third heater outlet.

Contact him at [Aanenson1@Comcast.net](mailto:Aanenson1@Comcast.net) and make your best offer!



# Breakfast Club Rally 01.01.2021



This New Year's Day, we pay tribute to a bay area tradition, the late **Martin Swig's** annual **Anti-Football Run**, which ran for 25 years, ending in 2016.

We're borrowing the A-FR route from 2010: starting somewhere in Sausalito, it's a gorgeous 115 mile loop through Marin/Sonoma Counties. For those that want to do the complete loop, budget 4 hours; for everyone else, it's easy to bail out and head home at any point along the route- use Google/Apple maps to get on your way home right quick.

Old and/or interesting cars (& people) of all makes and models are welcome.

## How to register for BCR 01.01.2021

We have two separate registration forms for vintage (pre-2000) and interesting late-model (post-2000) cars. 80% of the rally will be vintage vehicles, and the remaining 20% will be interesting late-model vehicles.

All vintage vehicles will be accepted until December 29th, 9am PST. You'll receive an email with route info on December 30th.

Late-model car applications will be accepted until December 29th, 9am PST, at which point we'll have a blind lottery to select the cars which will be invited to the rally. Accepted entrants will receive an email with route info on December 30th. Late-model cars accidentally entered in the vintage category will be deleted; no notification will be sent.

Examples of interesting late-model vehicles: sports cars, exotics, anything rare or in a unique spec, grey market imports, backyard-modded enthusiast projects, new-to-the-market vehicle models, etc. If in doubt your vehicle qualifies, **email us**.

**Go to [www.BreakfastClubRally.com](http://www.BreakfastClubRally.com) to register!**



Brent Stewart  
1239 Valley Quail Circle  
San Jose, CA 95120



## NEXT CLUB MEETING

**Your Guess Is As Good As Mine, 2020**  
**7:30 P.M.**

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

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## UPCOMING CLUB EVENTS

- 31 December ————— PCNC ZOOM Meeting (see E-blast for details)
- 1 January ————— Breakfast Club Rally 'Not The Anti-Football Rally'

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