



# news

A Chapter of POCA

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

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## Minutes of Meeting 31 March, 2022

The meeting was called to order at 7:32 p.m. by the president. All officers were present except for Larry Finch, Denny Morse, and Irene Smith (with Marcus standing in for Irene) There were 26 members in the room (plus a few zoomers on the internet) and four Panteras in the parking lot.

**New Members/Guests:** Although there were no new club members in the room, Ron Aquilina brought his new-to-him Pantera to a meeting for the first time. The car was still equipped with the stock clutch hydraulic line (a known failure point), and his popped off just as he pulled into the lot, dumping the fluid overboard and immobilizing the car. (Amazingly, after the meeting, Forest Goodhart was able to do some



McGyvering, and even had extra fluid in the trunk of his Mustang, and was able to get the car barely repaired enough to allow it to drive away!)

**Changes To Last Month's Minutes:** There were no changes noted. Greg Taylor said the newsletter was great, especially because it featured a photo of his Pontiac wagon!

**Club Treasury Report:** The treasury is healthy, and thanks to some recent expenditures (such as the pizza party), we are spending it down as per our plan.

**Club Store Report:** Marcus said the contents of the store have been loaded in his borrowed car trailer for the journey to the Fun Rally in Arizona. He asked if there was any interest in tank tops, as all we have at the moment are T-shirts and sweatshirts.

**Club Membership Report:** POCA sent the March report with nine members missing from it, including some who had renewed less than twelve months ago. Several of those people have said they didn't terminate their membership, so clearly it's a mistake. Brent will get to the bottom of it.

**Club Motorsports Report:** The Checkered Flag Racing Association track day at Thunderhill was very undersubscribed, suggesting a potential financial loss for the organization. Mike Drew and Brent Stewart were both signed up to participate. It's unknown how many people have signed up for the track day at the Fun Rally, although Mark and Linda Bailey are planning on driving their Pantera and Porsche, respectively. Bob Benson purchased a new tube-frame Camaro-ish track car, but is still working on getting it track-ready. Rich Boschert bought a miniature Le Mans prototype-car powered by a motorcycle engine, but hasn't done anything with it yet.

**Club Website Report:** The club website appears to be running fine, and all the PCNC newsletters are available there for viewing.

**Club Library Report:** The library is still there. Judy Goodhart said it has the makings of a fine bonfire! Bud Millard was the last person to check something out of the library, and that was some time ago.

Several months ago, POCA purchased the Matt Stone archives with the promise of digitizing everything and making it available for download. There was a wish expressed that they would get on with it, because it would allow us to divest ourselves of the paper copies of the magazines etc. that they could host digitally.

### **Past Events:**

**Super Bowl Party/Super Drive:** The drive was great (with four PCNC cars participating) and the party was terrific, albeit a bit down on attendance for some reason. Everyone present raved about the house remodeling, which was done largely for our benefit! Somebody left a wooden-handled knife behind? (Judy Goodhart claimed it).

**Driving While Awesome Rally:** Andrew said it was a bit chaotic trying to organize eight cars together, with 200 people trying to find parking in a lot that only holds 50. The drive was great, Alice's Restaurant parking lot was completely packed. The drive had three Panteras, as well as a Corvette that broke down. The navigation instructions were excellent, and the group averaged a whopping 35 mph because the chosen roads were so tight and twisty.

**PCNC Pizza Party:** There were eight Panteras present, only because Mark Bailey broke down on the way there. He still runs an antique Mallory Unilite distributor, which conked out and required him to be flatbedded home.

**TPS Motorsports Cars & Coffee:** Bob Benson and Gary Kono showed up for this event, where the organizers offered free donuts and coffee for everyone, while doing dyno runs. Just as they were about to head home, the organizers brought out free hot dogs! There were also Chinese lion dancers, in celebration of Chinese New Year.

### **Upcoming Events:**

**Mt. Hamilton Road Rally — 21 May:** We will be having a scenic drive up and over Mt. Hamilton, starting in Livermore. The drive encompasses a very fun, twisty road, and will feature a snack stop at The Junction Bar & Grill. On the way back, we may get to tour the Lick Observatory, and the day will end with a BBQ at the home of Mark and Linda Bailey. See the flyer elsewhere in this newsletter, and RSVP will be required in order to get the starting location.

**Cobra Experience Car Show — 4 June:** The Cobra Experience museum in Martinez will be holding their 8th annual Ford-only car show, and will have a Pantera category as well. The cost including lunch for two and (hopefully) entry to the museum is \$62. Current Covid restrictions will likely be lifted by then. See the flyer elsewhere in this newsletter.

**Festa Italiana Car Show — 12 June:** Festa Italiana is a celebration of all things Italian, including food, wine, art, music, and of course cars! There will be a car show where entrants must fit into one of several categories, including Italian vehicles, non-Italian vehicles owned by an Italian, or any vehicle owned by a friend of an Italian!

See the flyer elsewhere in this newsletter, and surf on over to [www.festa-italiana.com](http://www.festa-italiana.com) for more info.

**Hillsborough Concours d'Elegance — 25-26 June:** This is one of the most prestigious concours in the USA, and will feature a tour on the Saturday as well as the actual Concours on the Sunday. This year one of the classes is “Modified European Sports Cars Through 1987” which was created especially to accommodate Panteras! The deadline for entries is nominally April 30 (as in, just about when you are reading this), although it’s always possible the organizers could be a bit flexible given the very late notification. Head on over to [www.hillsborough-concours.org](http://www.hillsborough-concours.org) for more info, and to sign up for the event.

**Ironstone Concours Weekend — 24-26 September:** The Ironstone people have always been good to us and have hosted a De Tomaso-specific class, and PCNC has always had a great turnout supporting this event. The organizers have a classic car rally on the Friday, but Dave Lindsay (who lives up there) says he wants to organize a PCNC-only rally along those same roads. Now is the time to be making hotel reservations. Unfortunately the Ironstone Concours website has been allowed to wither and die. Hopefully they can get their act together quickly and get it up and running again.

**PCNC Christmas Party — 10 December:** Last year we were forced to relocate to a different venue due to our chosen location still being shut down for Covid. Although the party was great, it was more costly (mostly because we had to rent and buy various things that the other ho-

tel provided for free). This year, the original venue in San Mateo is welcoming us back, and we have a terrific working relationship with them, so Dennis Valdez issued a proposal that we return there, which was met with resounding approval.

**Regional Runs:** Gary Kono is hoping to organize regional club runs to help us collectively come out of our Covid slumber. Markus Woehler is talking about creating an event taking in the wonderful coastal valley back roads south of Monterey, and there are also quite discussions about a fall rally in far northern California.

### **Club Business:**

**Happy Birthday!** Brett Santos had let it be known to various people that his birthday was the day before, and Patty's birthday just a few days prior to that. A campaign was then opened to create a special surprise for them in the form of a birthday cake! In the middle of the meeting, after everyone had finished their respective dinners, Brett was about to step outside for a smoke break when he was forced to remain, at which point the cake was brought in! After he and Patty jointly blew out the candle, it was cut and shared by all. Happy birthday!



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

**Coco Floormats:** Andrew hates floormats that bunch up, so he brought in a Coco floormat that he had custom made. They don't crinkle up, and are custom-cut to the floor dimensions. They cost \$199. He had them on display (along with a Pantera-vendor-sourced conventional floormat complete with wrinkles) next to the raffle prizes and went out of his way to state that they were *not* a raffle prize!



**Stop It:** John Tomlin won a set of Hall Pantera braided stainless steel brake hoses for stock calipers.

He hasn't actually looked at his car yet to see if he already has some installed, but if so, he will be donating them back to PCNC.

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

**AMX Anyone?:** Gary Kono was at a Cars & Coffee and saw a very nice 1970 AMX with a slightly mangled grille. The design was substandard and they were easily damaged by ham-handed mechanics leaning on them while working on the engine. During a conversation Gary mentioned that he had a NOS grille still in the original box, and as his car has been extensively modified with a custom billet grille, he would never need it again. One thing led to another and he wound up selling it to him for \$2500! He also gave him a number of other AMX parts for free to sweeten the deal a bit...



**Missed It By That Much...:** A fellow contacted Mark Bailey and told him that his father had died and left him four ZF gearboxes. Larry Finch had also heard about it and was thinking about buying one or more, but then Larry Stock swooped in and bought the whole bunch!

**Corey Price On The Road Soon?:** Corey Price has been hard at work on the Coyote engine conversion and full restoration of the Pantera formerly owned by Bill Santos and then Howard Renshaw. He was having difficulties getting the engine to work but he has figured them out, and is thrashing in the hopes of bringing the car to the Fun Rally.

**Fix A Car, Go To School:** Tom Leonard and his grandson together rebuilt a '71 Mustang coupe with a 302. For his college application essay, his grandson chose to share this story, and it was good enough to get him accepted to the University of San Francisco. In his acceptance letter, they specifically mentioned how much they enjoyed reading the tale!

**Pantera Dealer Sign:** When Ford was busy pumping money into promoting the soon-to-be-released Pantera, they contracted with a company in Ohio to create signs with the word PANTERA along with the Ghia logo, illuminated with a single 4-inch fluorescent tube, which would be offered to dealerships to hang over the cars and help promote them. Those signs have always had a certain intrinsic value due to their original Ford provenance and rarity, and Cory Gehling of Collector's Choice in Wisconsin had the manufacturer make a second run of them in the 1980s. Many years ago, a fellow wandered into the PCNC meeting with one of these original signs on his shoulder and Mike Drew bought it for \$500 before he could get his second foot in the door! A few weeks ago, one was offered up for sale on Bring a Trailer, and it sold for \$7,700!!!!



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

- Wheel Chock — Steve Dalcino
- Clamps — Steve Liebenow
- Fuel Cap Guard — Ron Aqualina
- Tire Pressure Gauge — Ron Aqualina
- Windshield Cleaner — Gary Kono
- Pantera hat — Walt Miranda
- Gulf Racing shirt — Garth Rodericks
- Ford FL1A oil filter — Andrew Duafala
- Work gloves — Forest Goodhart
- Microfiber towels — Greg Taylor
- Magnetic flashlight — Ken Bredlau
- Nitrile gloves — Brent Stewart
- Tire repair kit — Gary Kono
- Bottle of wine — Markus Woehler, Dianne Silven



The meeting adjourned to the parking lot at 8:45 p.m.

# Membership News

## New Members for April:

We have no new members this month.

## April Membership Anniversaries:

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

**Mike and Lori Drew:** 33 years

**Tom Padula and Autumn Cardone:** 27 years

**Michael and Cindy Brunn:** 9 years

**Timmy and Tess Rodriguez:** 6 years

**Hiroshi and Yoko Miyata:** 3 years

**Lee Scales:** 32 years

**Perry and Brigit Strongin:** 22 years

**Robert Bunfill:** 7 years

**Andrew and Michele Duafala:** 3 years

Sadly, **Richard Bakman** of Fresno did not renew his membership.

We recently mailed out the 2022 PCNC membership roster to all members of the club (it has an orange cover this year). Please take the time to review your own entry and ensure there are no errors. If you find any mistakes, please notify Brent Stewart right away so he can correct the record, and ensure that next year's roster is correct.





# Breakfast Club Rally and Sonoma Valley Tech Session

*Story by Mike Drew*

*Photos by Mike Drew, Lori Drew and Garth Rodericks*

In the past year, a number of PCNC members have made it a habit of taking part in the monthly Breakfast Club Rallies, which have been covered at length in previous issues of this newsletter. When it was announced that the route for the March iteration of the rally would begin at the Marin Civic Center and wind around Marin and Sonoma counties before ending in the Sonoma town square, Tom Leonard realized that the cars would be passing within just a quarter of a mile of his home in Glen Ellen just before the terminus. After getting clearance from Cathy, he announced his intention to host a post-rally tech session and party with overnight accommodations for those who were so inclined, followed by more tech session the following day.

A finer weekend could not be envisioned!

While it's always dodgy trying to



*Thanks to early arrivals body-blocking anyone from parking nearby, the Pantera contingent had a great portion of the lot all to themselves*

plan an event in the early spring, we were blessed with Chamber of Commerce weather on the day. Although I had ambitions of finally changing out Lori's squeaky front wheel bearings so

we could bring her car, both of us were otherwise engaged in the days leading up to the rally so we once again turned to my Pantera as the chosen mount for the weekend.



*Some 200+ interesting cars of all types and descriptions shared the parking lot of the Frank Lloyd Wright-designed Marin Civic Center*



It was a pleasant drive to Marin, but unlike in previous months, we spotted no other classic cars heading that way, which initially gave us some doubts. We needn't have worried, as when we arrived the parking lot was already thick with classic and sports cars of every type and description, including an unusually high concentration of Panteras.

Ron Southern had kindly arranged to block off parking spaces for us, and as we backed in, we noted six other Panteras parked around us in a cluster. Shortly afterwards, another one pulled in, and then another! Too, Matt Kelleher drove up in his Porsche 911 Cabriolet, and Garth and Leslie Rodericks were in their '66 Mustang fastback (which had let them down so dramatically the previous month, so they were determined to find success this time!

Besides our Pantera, Lori and I were surrounded with the Panteras of Ron Southern, Tom Leonard, Erik Kolstoe and Jennifer Sloane, John Mardesich, Marcus Diebel, Joe Golden, Dennis and Liz Valdez, and Paul Fandrick—nine Panteras in all! Paul's car had taken up residence on Tom's lift for quite some time as they performed a lot of work to it, and this was the first real drive he had been able to undertake since it was all completed.

While we certainly were putting on a great show of our own, there was much to be seen around us, as over 200 other cars had shown up for the event. The organizers curate the attendees fairly



*We had so many Panteras we needed a second row! These are the cars of John Mardesich, and Dennis and Liz Valdez*



*The '66 Mustang GT fastback of Garth and Leslie Rodericks made a triumphant return after its ignominious showing a couple of months ago*

well, and try to limit modern cars to no more than 20% of the total participants. There is no real discrimination regarding the classic cars, with the variety favored

above all. And so it was possible to see at a glance an 80's BMW 3-series parked next to a 1960s Ford Galaxie 500, with a VW camper van and Ferrari Daytona and 1960s Porsche 911 and Triumph TR6 and 1973 Camaro alongside, and on and on and on....

The organizers are a very shadowy, secretive but completely benevolent pair who don't reveal their identities. Operating very much in the background, they just work to ensure that everyone has a good time. The event is about the event, not about them, and with this in mind, they go far out of their way to keep their identities a secret.

As there is nobody with a bullhorn marching around and telling people what to do, the



*Marcus Diebel brought his beautiful Pantera L, whose black paint is set off perfectly by his gold wheels*



driving part of the rally begins organically. Ostensibly the fastest drivers and cars are supposed to leave first, but when you have nine Panteras parked together, including club members who have never met one another before, conversation takes precedence over punctuality, and so we mostly left somewhat near to one another, in the middle of the pack.

After a short free-way stint, we were then on back roads that have become famous for their charm. Many of them are a bit tighter and more twisty than a Pantera would really like, lending themselves better to lighter,

smaller four-cylinder sporty cars. But that didn't prevent us from all enjoying the great scenery all around us, as well as the fun and challenging roads.

We eventually crossed the coastal mountains and dropped down to Hwy

1 and turned north, and arrived at Point Reyes Station, the designed coffee stop. Some of us pulled off on a side road and managed to find parking alongside an old brick hotel building, while the others were scattered throughout the town.

We then stretched our legs and enjoyed the morning sunshine and cool coastal breeze, while standing in line and overwhelming a one-off boutique coffee and pastry shop.

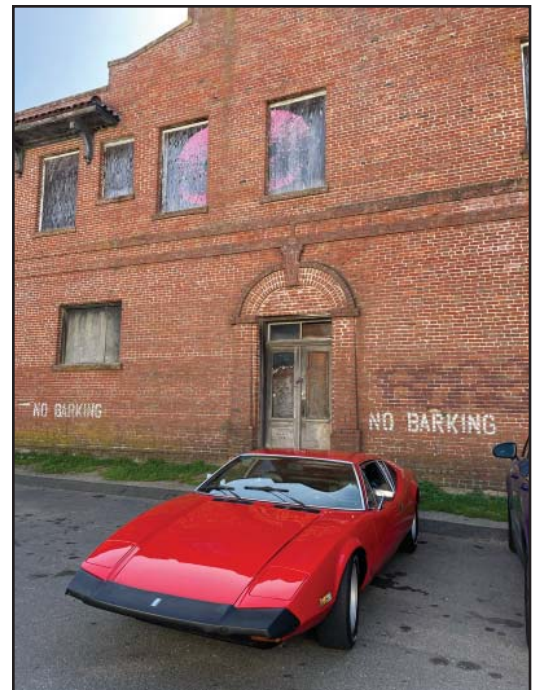
As cars started to leave town to con-



*Modern Ferraris are certainly interesting enough, but arguably the most spectacular and desirable car present was this incredible Ferrari Daytona, fitted with optional Ferrari Boxer 15x9.5 inch rear wheels*



*There's nothing like being in a conga line of fun, interesting classic cars while traversing some of the most beautiful parts of the state*



*Paul Fahndrick parked in front of a charming abandoned hotel in Point Reyes Station*



tinue the rally, we slowly made our way back to our respective cars, and almost by accident, five of us found ourselves running in a pack together. We continued north to the town of Marshall, then east on the Marshall-Petaluma road, crossed under Hwy 101 and climbed a steep hill into Sonoma county. As we approached Glen Ellen, driving on Warm Springs road, we left the event route and pulled into the Leonard's driveway, with others following shortly behind.

Soon there were Panteras scattered all over the place, as well as two other somewhat local Panteras, belonging to Larry Laino and Patrick Eagle, who had skipped the rally and proceeded directly to the house. from the south bay, wanting to put it on the lift and look underneath it for the first time. Forest and Judy Goodhart also pulled up in their Shelby Mustang, after their long drive from Watsonville. Jim Gasiewski trailered his Pantera up Mike and Nancy Haney made the short drive from their Napa home in Mike's Ford Focus.

Kathy had gone into town and arranged for a huge pile of sandwiches to be made, and there were coolers filled with all sorts of sodas, water and beer. By special request, Tom had arranged for a stash of Cokes to be set aside just for me, which I was most appreciative of!

Just as we were tucking into lunch, a small non-Pantera sports car pulled in and parked up. Inside was one of the event organizers, along with his high-school-aged daughter! Over the months



*No less than Enzo Ferrari once said, "Jaguar's E-type is the most beautiful car in the world", and looking at this example, it's hard to disagree with his assertion!*



*Spirited back roads driving just doesn't get any better than this!*



*Cathy outdid herself procuring sandwiches for everyone*

the PCNC participants had built up a fair amount of credibility, and he finally quietly revealed himself to a number of us a few months ago. During the morning gathering we had mentioned that the rally was the jumping-off point for a tech session weekend and invited him to join us for lunch, and after the rally ended he doubled back and took us up on the offer!

By this time, there were already Panteras being worked on in the various garages, and he wandered out to get a bit of an education on them. He then returned to the tables and spent several hours chatting with the folks who weren't getting their hands dirty. Both he and his daughter proved to be kind, thoughtful and very interesting people,



and we were privileged to have them in our company.

Shortly after lunch, we were surprised to see Ron and Bobby Maderios come walking in, accompanied by son Steve and grandson Roman. Most of us have not seen Ron and Bobby for quite some time, and it was great to see them both out and about.

Out in the garage, after Larry Laino had a brief trip up and down on the lift, Jim Gaziewski raised his car up, and was quite pleased with what he found. His car has 15K original miles on it, and while the exhaust system looks more than a bit weathered, the car is structurally very sound. The previous owner had fitted freshly rebuilt and reconditioned brake calipers all around (the front ones appear to be leaking, which is not ideal), but otherwise the car is almost painfully original and seems to be in a fine state.

John Mardesich asked me if I wouldn't mind taking his Pantera for a quick test drive to get some impressions, as I have driven literally hundreds of Panteras. Nobody ever has to twist my arm to get me to do this, and so I set off on a nice little 15-minute drive.



*Mike Drew gave the BCR rally organizer a tour of the Pantera's cooling system, as Larry Laino prepared to drill some drain holes in his chassis*

As soon as I got back, Paul Fahndrick made the same request, followed by Ron Southern, and as a guy who really likes driving Panteras I was only too happy to oblige!

It was really interesting comparing the three cars, which were all nominally

the same when they were built. All three had mostly stock engines, while Paul's had recently uprated suspension and brake components. John's car was simply a delight to drive, with very light steering, two-finger shifting, and a smooth-running (although not especially

powerful) engine. It probably felt closest to what a brand new Pantera would have felt like. Paul's car had yet to find its way into an alignment shop, so it felt more like what it currently is—a collection of terrific Pantera parts flying together in close formation. It gave the impression of being not altogether together, although much of this can be attributed to the fact that nobody had yet bothered to ensure the wheels were all pointing in the right direction. It also detonated under acceleration, which could easily be explained by the fact that he was inexplicably not running the



*After getting a good look at the underside of his Pantera for the first time, Jim Gaziewski was well-pleased. He has had several other Panteras in the past and this may be the best of all*



premium fuel it so desperately needed. It certainly suggested that with a bit of engine and chassis tuning it would be every bit as good as any other car. Finally, Ron's car felt rather like John's, and like both previous cars, was very well-behaved from start to finish with no glaring vices.

As all three have benefited from recent mechanical ministrations, it just highlights how good these cars can be if they are simply looked after and maintained properly.

Paul's Pantera was the next to assume the position on the lift. We all noted that it was riding far too low in the rear, and as he had only guessed on the settings for his new adjustable ride height shocks, a bit of fettling was to be expected. Within a few minutes he had raised the rear shocks an equal amount on both sides, and he was quite pleased with the results.

Meanwhile, Ron and Forest were busy tackling a fan wiring issue on Ron's car. He has owned it since 1975, and decades ago he (for reasons nobody has ever understood) chose to rewire the radiator fan circuits, bypassing both the thermostats in the radiator as well as the fan relays! (He insists this was in strict accordance with a tech bulletin issued by *Pantera International* back in the day, although I strongly question whether they would have actually said to bypass the relays, which are essential for safe operation of the fans). He has sizzled more than a handful of dashboard fan switches as a result of this dubious modification, and was determined to



*John Mardesich attempted to establish a baseline on Paul Fahndrick's suspension by measuring from the top of the fenderwell to the bottom of the wheel on each side of his Pantera. Not surprisingly, all four corners were different from one another. In the end, the decision was made to simply raise both sides an equal amount on the rear, which resulted in a notable handling improvement*



*Kathy outdid herself preparing a fantastic Italian dinner for the 16 people who stayed after the others left for home*



rectify the situation. Having Forest on hand is a great way to ensure success so the best course of action is to stand back and watch him do his thing!

It would take a long time to un-hack the wiring, and by now the shadows had grown long and dinner was imminent. While many of us would have likely worked until midnight without noticing it, Tom wisely chased us all down the hill and into the house, where Cathy had been at work all afternoon.

Laid before us was an Italian feast, consisting of Caesar salad, spicy Italian sausage, cannellonis and garlic bread! It took no time at all for us to get washed up, and 16 of us sat down to eat. Having eaten to the point of bursting, we were then unexpectedly presented with not one but two desserts!

Near the end of the evening, Ron entertained us with a clever trick he had learned. He carefully dismantled a conventional tea bag, preserving the tea in a coffee filter for future use. He then rolled the tea bag paper into a tube and stood it on end on a plate, and set the top on fire. The fire burned down towards the bottom and just before reaching the plate, it leapt off the plate and launched straight up into the air! The burning paper then burned out and disappeared into nothing—quite something to see!

Eventually, those who lived nearby made their way out the door and headed



***Ron enthralled us all with his flaming teabag trick!***

for home, while the Goodharts, Roderickseses, and Drews were afforded overnight accommodations. Sleep was not long in coming!

The next morning began slowly. Tom had gotten up and headed into town and picked up a bunch of pastries, then brewed a cup of coffee. As there were several Formula 1 fans present, we decided to watch the Australian Grand Prix, which got us off to a fairly late start (although cars had started arriving, and Forest was outside helping out long

before the race ended).

I made my way up the hill and found Patrick's Pantera up on the lift. He noted that his car sat considerably lower on the left side than the right side, a not-uncommon phenomenon with Panteras with original suspension. After all, both the driver's weight and fuel tank are concentrated on the left side. A simple expedient proposal was to swap the rear shocks side-to-side to see if that effected any improvement.

When the shocks were removed, it



***By late next morning, the driveways were once again filled with Panteras needing work. Here Tom admires the clean Pantera L of Patrick Eagle, with Paul Fahndrick's Pantera behind, and Ron Southern's on the hill***



***Patrick shows that we are not above re-sorting to the use of "natural composite" tools when the need arises!***



was discovered that the shock bushings were comprehensively trashed, and in fact had collapsed fully so the shocks had metal-on-metal contact with the A-arm mounts. I remembered that when Tom Leonard had fitted new adjustable shocks to his car, his old ones found their way onto Ron Southern's car, so I asked where Ron's old shocks were? Sure enough, they were hiding in a cupboard, and were in infinitely better condition than Patrick's. A command decision was made to install them instead. As a bonus, the spring spacers had been removed already, which would effectively lower the car somewhat.

Of course, Patrick's front shocks were of a similar vintage and thus were also probably trashed. Changing them out is a bit of a bigger job, plus he was concerned with tire/fender interference as he had already caught his un-rolled fender lip more than once, so lowering the car could possibly make the problem worse.

Just as he was getting ready to drive home, Garth mentioned that he had brought with him a professional fender-rolling tool assortment! Why this wasn't discovered earlier is beyond me, but to his credit, he delayed his departure and busted out the tools, then set to work letting not only Patrick, but also Ron finally do what should have been done



***Patrick gets after his offending fenderwell lips with the help of Garth's tool***

40 years ago (and what was done by the factory starting in mid-1973).

Meanwhile, Forest had restored Ron's fan wiring so that it worked as originally designed, where the fans would come on automatically as needed. He then went a step further and wired the dash switch to the relays, to afford an unnecessary but comforting manual override function. (Something went wrong with that operation as now the fans are on at all times regardless of the position

of the switch on the dash, representing an accidental step backwards).

Although I would have loved to have stayed all day, I knew I had a track day scheduled the next day, and suspected my Miata needed a bit of prep beforehand. So with no small amount of regret, we piled into my Pantera (which really wanted a decklid adjustment, but we were too busy having fun with other people's cars) and headed home. (Good thing, too, as I found the front brake pads were almost metal-to-metal and quickly changed them to ensure a full day of safe track running the next day).

This was one of the best club weekends I can remember for many a year, and the fact that it took place so close to home, and with no cost, was merely a bonus. Thanks must go out to BCR for providing the impetus for the weekend, and to Tom and Cathy Leonard for proving to be such hospitable hosts, and to everyone who came to the event, either bringing a car with needs, or the willingness to share knowledge and help address those needs.

That's the sort of fellowship that makes PCNC such a special organization!



***Judy Goodhart has been around long enough to know what "We'll be going home soon" really means!***

# 3D Printing Fun!

## The Pantera Cupholder

Story and Photos by Dennis Valdez

For years I've been interested in 3D printing and all the potential applications. My son, Tyler, was familiar with the process, having done some modeling to create his senior graduation project from UCSC. In 2019, he gave me a series of online courses in Fusion 360 (a 3D modeling software) as a Christmas present. When the pandemic struck in 2020, I took this opportunity to dive into the classes, spending hours learning how to model objects in 3D!

But modeling is only half the fun. Printing your designs out, and seeing your creations come to life is the most fun. For that, you need to own (or at least have access to) a 3D printer. I did a little research, and chose to purchase one of the home printers I had seen the instructor use in the classes I was taking. It is a Prusa i3Mk3, which is perfect for the home hobbyist, with a max printing area of 8" x 8" x 10", and it is compatible with many different types of printing filament.

I suppose now is a good time to explain exactly what 3D printing entails. 3D printing, or additive manufacturing,

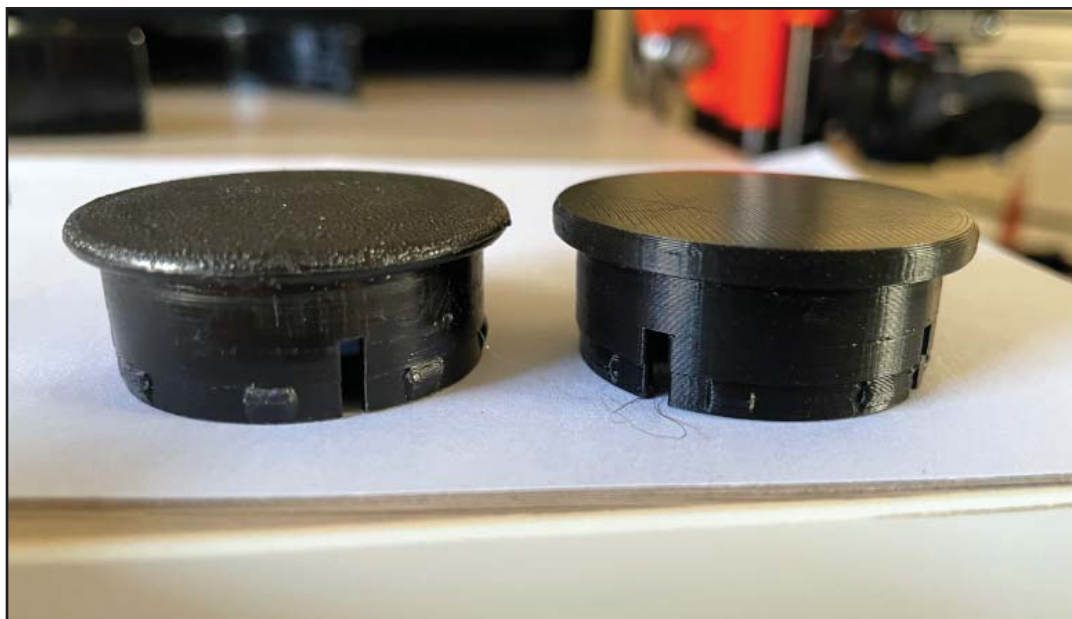


*The completed 3D model of my cupholder, with the bottom to the left. The protruding hook at the top right engages with the sheetmetal skeleton in the door to hold it in place*

is a process by which a three-dimensional object is created from a CAD model or a digital 3D model. Material is deposited, joined or solidified under computer control to create the object,

layer by layer. Typically plastics, liquids or powder grains are used as the manufacturing medium. Fused deposition modeling (FDM), which uses a continuous filament of a thermoplastic material, is the most common 3D printing process used today.

The printing software analyzes the object design and converts it into a series of thin layers, and produces code which instructs the printer exactly where to deposit material on each of the thousands and thousands of layers. When it is finished, depending on the complexity of the part, and any curved



*On the left is the stock door plug, with a slightly domed profile, and textured finish. On the right is my smaller-diameter replacement, which is perfectly flat and smooth*



surfaces it contains, it may be ready to go, or it may need to be smoothed, either chemically or mechanically (by sanding corners smooth).

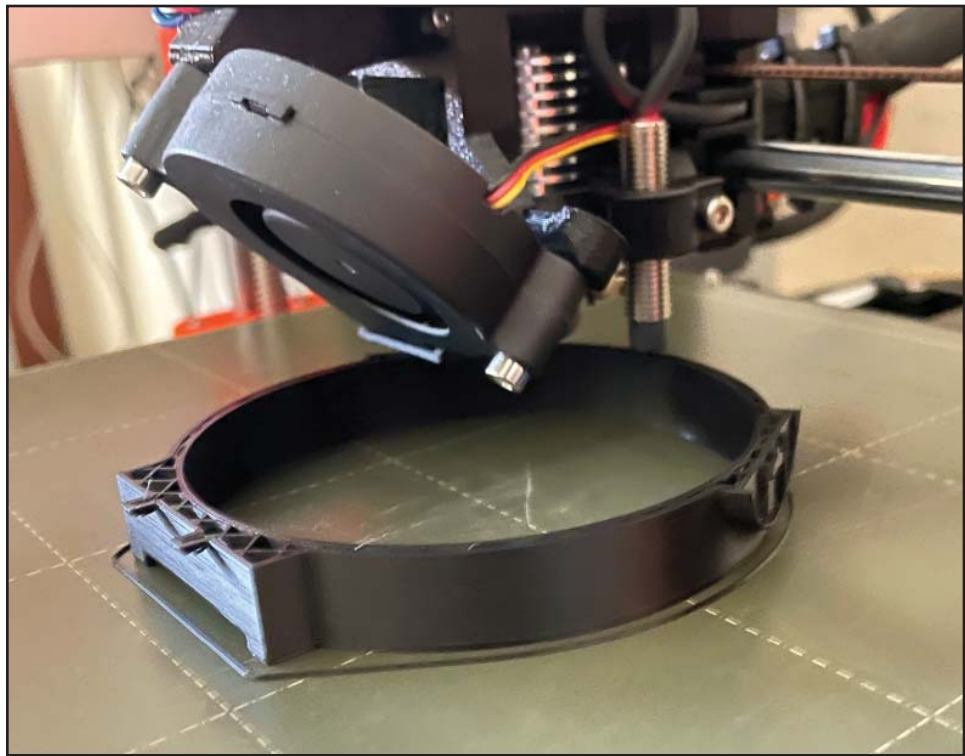
After modeling the requisite bottle openers, combs and soap dishes used in the classes I was taking, I was ready for my own projects. The first thing that I did is make new replacement plugs for the emergency window mechanism in the doorpanels. Because the stock plugs are somewhat difficult to remove from the doorpanels, as part of the design I created my own replacement plugs which are a few thousandths of an inch smaller in diameter, and thus easier to remove and install. The top on the reproduction plug is flat so that it can be printed on the flat printing surface.

One of the things I and my wife Liz had always lamented was the lack of any elegant way to carry your coffee to and from Cars and Coffee events, or the car shows we take

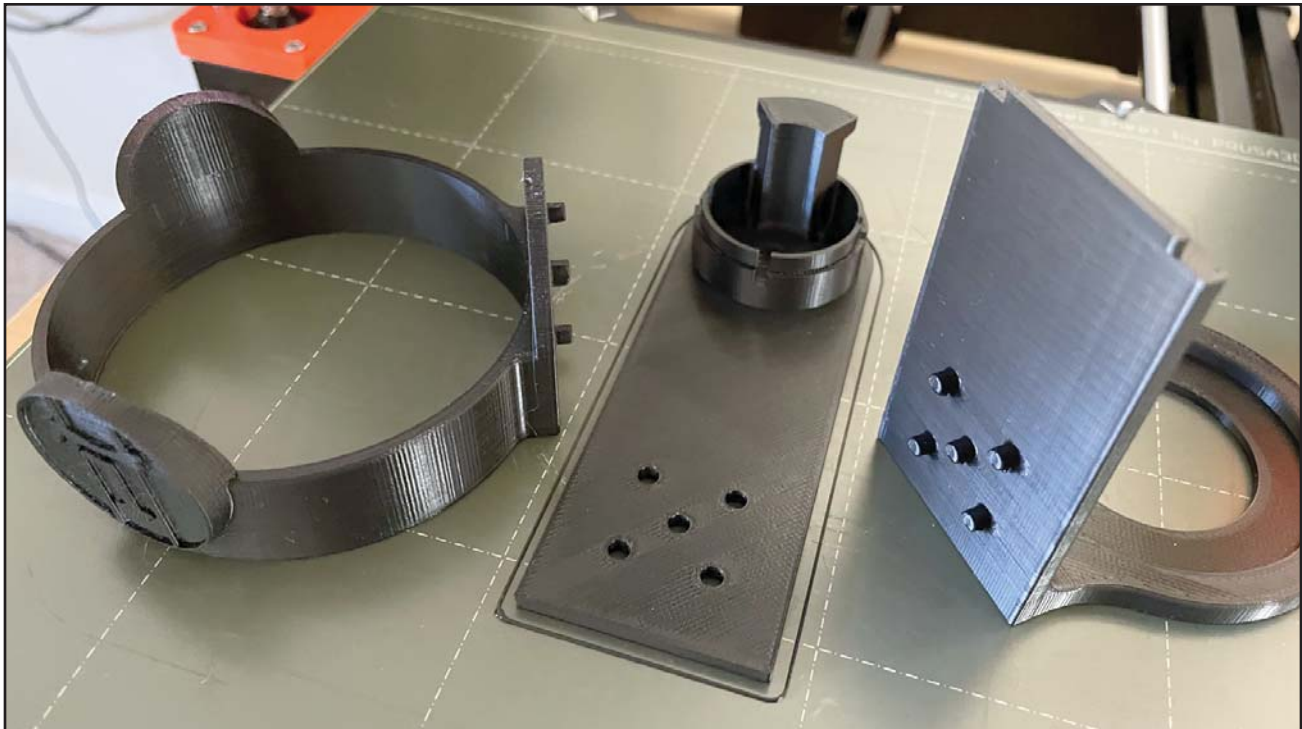
our Pantera to. While working on the replacement plug project described above, I determined that the never-used emergency window crank access hole

in front of the armrest was a great place to use as an anchor spot for a Pantera coffee cupholder!

After taking careful measurements,



*Layer upon layer of plastic is deposited, and slowly a part emerges. Note the honeycomb internal structure which both adds strength and reduces material consumption in the production process*



*The three components of the cupholder are shown here, which feature indexing pins and corresponding holes in the adjacent parts to positively locate the parts relative to one another*



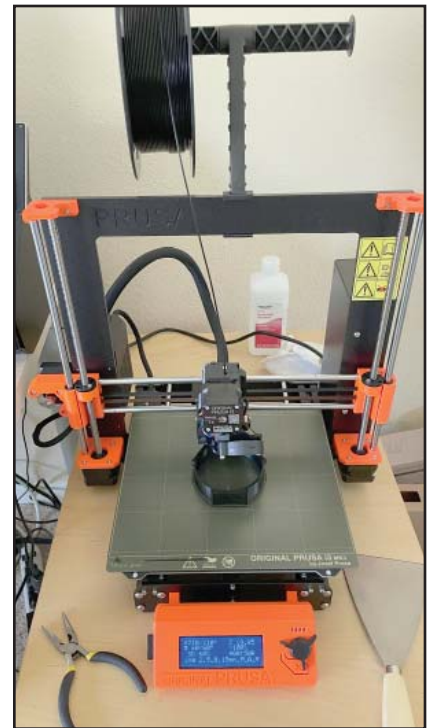
I modeled several prototypes until I came up with a design that was successful. After the round plug is removed from the doorpanel, a hook molded as part of the cupholder can be inserted through the hole. The doorpanel itself isn't strong enough to withstand the weight of a fully loaded cupholder, but by happy circumstance there is a part of the internal door framework within easy reach. The cupholder is inserted and rotated 90 degrees, and the hook on the cupholder then grabs ahold of the internal sheet-metal and keeps it secure.

Liz had a terrific idea to put a hole in the base of the cupholder to store the plug. Once we arrive at the show, we remove the coffee cups from the cupholders, remove the plugs, rotate the cupholders 90 degrees to remove them, then install the plugs back in the doors. In order to not require any sacrificial support structure, and minimize material use, the cupholder is printed in three separate components, plus a replacement door plug if desired. They

are then oriented with one another with the aid of indexing pins which are part of the design, and glued together. (The tolerances are so tight that the indexing pins snap into their respective holes, and it will stay together without adhesive, but gluing them together makes the resultant object much stronger). The De Tomaso logo is then hand-painted in the recessed areas around the logo using model car paint.

The printing process is quite slow (although once you hit 'print' you can walk away and you don't need to monitor it), and I estimate it takes about seven hours for the three components to be produced. Figure 15 minutes for painting the logo, and a trivial amount of time for gluing it all together, and the result is really rewarding!

All in all, this was a fun and useful project. Now that the hard work is done, manufacturing more of them is a relatively trivial task. If you are interested in obtaining some for yourself, let me know!



*3D printers used to be very expensive, but now are well within the reach of the average hobbyist*



*The finished product, complete with painted De Tomaso logo, ready for installation in the door*



*With an insulated coffee mug installed, we are ready to hit the road!*

# Mt. Hamilton Pantera Rally

May 21st 2022

**RSVP to get the starting location** and confirm if you will join us for the BBQ at Mark Bailey's.

**RSVP to:** andrewd163@yahoo.com

**Arrive:** 9:00 am Livermore, CA  
Starbucks, RSVP for the location

**Depart:** 9:30 am after drivers meeting

**Finish:** Mark Bailey's home for a BBQ  
10925 Prieta Court, San Jose

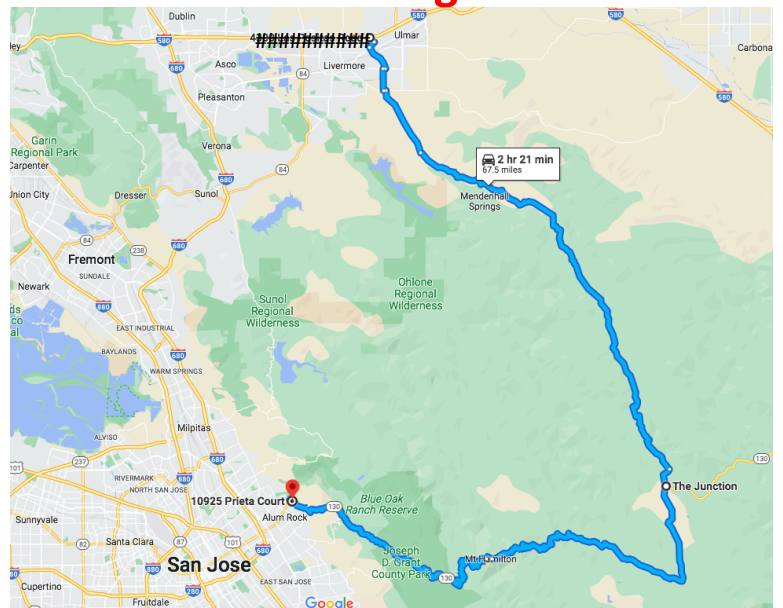
**Miles:** 68 of great twisting back roads.  
2.5 hours of driving and a break with restrooms at the halfway point.

**About the Route:** Depart from Livermore and drive Mines Road to our stop at "The Junction Bar and Grill." (32 miles 1 hour of driving time). At the Junction Bar and Grill they have food, drinks and bathrooms inside their small roadside establishment located at 47300 Mines Rd, Livermore, CA 94550. We will stop for about 20 minutes, take photos and then head to Mark Bailey's home for a BBQ.

We should arrive at Mark's house at 12:30pm.



**RSVP for the Starting Location!**







## The Cobra Experience Car Show 8<sup>th</sup> annual Cobra Day

June 4<sup>th</sup> 2022

**Where:** 777 Arnold Dr # 200, Martinez, CA 94553

**Start:** 10:00am

***Registration closes May 21st, 2022, or when sold out.***

10:00am – 2:00pm in the parking lot of their museum in Martinez. This should be a fantastic Ford only car show. Categories now include Cobras, Daytona Coupes, Mustangs, Shelby Mustangs, Thunderbirds, and Sunbeam Tigers. The Cobra Experience event organizer said that they would create a Pantera category if we got at least 2 Panteras to show up.

If you register now, register ***under "All Other Fords"***. The cost including lunch for 2 is \$62. Register early because space is limited. Spectators are welcome and registration is not required. Access to their fabulous museum is currently not available pending Covid rules that apply at the time of the event. There will be a notification as the event date gets closer.

<http://www.cobraday.org/>





# AUTOMOBILI ITALIAN AUTO SHOW

SUNDAY, JUNE 12, 2022 • 10:00AM – 5:00PM  
 LODI GRAPE FESTIVAL GROUNDS  
 413 E. LOCKEFORD ST., LODI

We are excited to present the Automobili Italian Auto Show at the 2022 Festa Italiana! We will display cars fitting into the following categories: Italian Vehicles, Non-Italian Vehicles Owned by a Cool Italian, Vespas, Italian Motorcycles or Vehicles Owned by a Friend of an Italian. Space is limited to the first 150 entries. All entries will receive one Festa Italiana t-shirt and two general admission tickets (\$30.00 value). Judging will take place at 1:00pm, with announcements being made at 3:00pm.

## ENTRANT INFORMATION

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_  
 T-shirt Size: \_\_\_\_\_

## VEHICLE INFORMATION

Italian Vehicle       Non-Italian Vehicle Owned by a Cool Italian  
 Vespa       Italian Motorcycle       Vehicle Owned by a Friend of an Italian

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_ Color/Trim \_\_\_\_\_

Are you bringing a trailer?  Yes  No

*If yes, after taking your vehicle off of the trailer, the trailer must be moved outside the footprint to an area to be determined in the parking lot.*

Tents must also be setup outside the automobili footprint.

## VEHICLE REGISTRATION

Entry fees are non-refundable. For each vehicle, the entry fee is \$35. Paid entries entitle the owner(s) to general admission for two adults. Additional admission tickets may be purchased in advance or at the gate for \$15 each.

Vehicle Entry \_\_\_\_\_ vehicle(s) at \$35 each = \$ \_\_\_\_\_  
*(includes 2 admission tickets)*

YES! I would also like to make a donation to support  
 San Joaquin County Italian programs! \$ \_\_\_\_\_

*Total Enclosed \$ \_\_\_\_\_*

## RELEASE OF LIABILITY

\_\_\_\_\_  
 Signature of Vehicle Owner or Representative

\_\_\_\_\_  
 Date





# AUTOMOBILI ITALIAN AUTO SHOW

SUNDAY, JUNE 12, 2022 • 10:00AM – 5:00PM  
LODI GRAPE FESTIVAL GROUNDS  
413 E. LOCKEFORD ST., LODI

## REQUIREMENTS

All entries must fit into at least one of the following categories:

- Italian Vehicles
- Non-Italian Vehicles Owned by a Cool Italian
- Vespas
- Italian Motorcycles
- Vehicle Owned by a Friend of an Italian

### APPROVAL

*The entry committee must approve all applications and reserves the right to reject any vehicles that do not meet the Festa Italiana standards. Entrants are expected to have a fire extinguisher with their vehicles for safety.*

**ENTRY FORM DEADLINE:  
MAY 30, 2022**

### Festival Date & Time:

Sunday, June 12, 2022  
10:00am – 5:00pm

### Festival Location:

Lodi Grape Festival Grounds  
413 E. Lockeford St.  
Lodi, CA 95240

### Vehicle Check In:

Sunday, June 12, 2022  
8:00am – 9:30am

Gates will close at 9:30am  
*(all trailers and additional vehicles  
off the field by 8:30am)*

Vehicles must be set up and  
ready to go by 9:30am and must  
remain parked on event grounds until  
5:15pm. Automobili Auto Show car  
entrance will be off of Lockeford St. at  
the main entrance to the festival.

PLEASE MAKE CHECK OUT TO: FESTA ITALIANA!

Mail this form and payment to:

**FESTA ITALIANA!**

c/o SASS! Public Relations, Inc.  
2972 W. Swain Road #228  
Stockton, CA 95219

**For Information Regarding the Automobili Italian Auto Show, Contact:**

Gary S. Giovanetti: 209.603.5460 or [gsgiovanet@comcast.net](mailto:gsgiovanet@comcast.net)

**For Event Information Contact:**

Anna Sass: 209.957.7277 or [anna\\_sass@sasspr.com](mailto:anna_sass@sasspr.com)  
Carrie Sass: 209.957.7277 or [carrie\\_sass@sasspr.com](mailto:carrie_sass@sasspr.com)  
Festa Italiana Office: 209.242.9970  
[festa-italiana.com](http://festa-italiana.com)  
Tax ID: 68-0342246





Brent Stewart  
1239 Valley Quail Circle  
San Jose, CA 95120



## NEXT CLUB MEETING

**Thursday, April 28th, 2022  
7:30 P.M.**

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

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## UPCOMING CLUB EVENTS

May 21 ————— Mt. Hamilton Road Rally (Andrew Duafala)

June 4 ————— Cobra Experience Car Show (Gary Kono)

June 12 ————— Festa Italiana (Steve Dalcino)

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