



news

A Chapter of POCA

www.PanteraClubNorCal.com

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Minutes of Meeting 17 November, 2022

The meeting was called to order by the vice-president at 7:30 p.m. The only officers present were Mark Bailey, Mike Drew, Forest Goodhart, Erik Kolstoe, and Gary Kono. There were 21 members present, but no zoomers due to technical difficulties. (We need to work on that!). There were no Panteras in the parking lot.

New Members/Guests: The club welcomed longtime but little-seen member **Bob Crowell** and his son-in-law **Tim Zook**. Thanks to the efforts of other North Bay club members Bob's Pantera is back on the road once more. See the story elsewhere in this newsletter.

Changes To Last Month's Minutes: Mark Bailey was inexplicably not counted among those present at the October meeting, but he was actually there.

Club Store Report: There was no report this month, so presumably there are no substantive changes.

Club Treasury Report: We have slowly but surely been lowering our balance in accordance with the wishes of the members of the club, and in keeping with the spirit of the organization to not accumulate a profit. To that end, \$1000 was turned over to the rafflemaster to procure prizes for the upcoming Christmas Party raffle. We also made charitable contributions in the names of Jim Kuehne and Bud Millard to the respective charities of their choosing.

Club Membership Report: As Brent was unexpectedly absent there was no report this month.

Club Motorsports Report: Mark made a report in Bob Benson's absence. CFRA is planning on trimming their schedule next year, both because of fewer available track days (because Sears Point is being completely repaved) but also a reflection of the fact that the economy seems to have hurt attendance, and track organizations are running their events deeply in the red. At the rate things are going, if people don't start coming out to support them, track days will become fewer and fewer until the entire sport simply dries up and blows away. So if you have a car capable of moving under its own power, make a point of signing up and attending track days in 2023!

Bob's new track car is slowly coming together. His engine is the long pole in the tent and he has already been waiting more than six months (!) for it to be assembled. He hopes to be on track with it early next year. Brent Stewart bought a dedicated 1966 Mustang coupe track car so he will be out there as well. Rich Boschert bought a miniature Porsche 962 clone powered by a motorcycle, so in theory he will be on track as well. Mike Drew has been running his Miata track car from time to time but does have quiet ambitions of perhaps running a day or two in his Pantera and/or Shelby GT350 clone....

Club Website Report: There were no changes to the website apart from the new newsletter.

Club Library Report: The contents of the library remain firmly ensconced in Forest Goodhart's garage, waiting for interested club members to make requests to borrow items. The list of contents can be found on the PCNC website.

Past Events:

Cambria Run — Cancelled: Sadly the proposed run down Hwy 1 to Cambria had to be cancelled for lack of participants signing on.

Upcoming Events:

Breakfast Club Rally — 1 January: The offshoot of the Anti-Football Rally will again take place on New Year's Morning. The event organizers are using a Pantera (exclusively in their promotion of the event. Several club members have already signed on; go to www.breakfastclubrally.com to join in the fun. Although ideally they would like to see Panteras, other classic cars are always welcome, with modern sports cars allowed in on a space-available basis.

PCNC Super Bowl Party — 12 February: Once again Mark and Linda Bailey are serving as hosts for the Super Bowl party, in their remodeled home which Mark insists was all done just for us! He asks that everyone who plans to attend please bring chairs, as they have not yet got

their furniture situation fully situated and otherwise won't have enough seating for everyone.

See the flyer elsewhere in this newsletter.

Super Bowl Super Drive — 12 February: There will be an all-makes vintage car run on Super Bowl Sunday, starting in Pacifica and ending in Boulder Creek. Four Panteras took part on the 2022 rally and the participants had a terrific time. Contact Erik Kolstoe for more information.

POCA Fun Rally — 7-11 June: The POCA Fun Rally will be held in Reno from 7-11 June, and hopefully many of you have already signed up. The organizers are asking (begging!) people who are planning on coming to sign up sooner rather than later, as it creates much peace of mind for them!

Typically there is a scenic drive to the event, and some people will bullet straight home, which may or may not include a lunch at the Smith's beautiful mountaintop home. Full details will be announced in the upcoming months, but in the meantime, you can sign up for the event online (www.poca.com) or using the signup sheet printed in your POCA newsletter.

Other Proposed Events: Although we had hoped to have another Karting day at K1 Speed, sadly only one (!) club member expressed interest in participating, so that has been shelved indefinitely. Hopefully we can get more interest for a Cambria run sometime in 2023.

Club Business:

PCNC 2023 Officers: While most officers have expressed a willingness to continue serving, Andrew Duafala's increasing work commitments at his other job make it impossible for him to continue as president. Mark Bailey phoned over 25 PCNC members seeking a volunteer and came up empty. Per our bylaws, when Andrew steps down at the end of his term, Mark will automatically become our new president. Andrew has agreed to continue on in the role of vice-president and will step in as needed to fill in for Mark in the event of his absence.

Erik Kolstoe is another who is finding it difficult to maintain his role as Rafflemaster, and is seeking somebody else to step forward with a willingness to take on the job. Please contact him if you are interested.

Buy, Sell and Swap:

Dodge Omni Side View Mirrors (And Window Glass): Dodge Omnis of the early 1980s had side view mirrors attached to the glass which were a perfect fit aesthetically with the Pantera, and this was a popular modification. Tastes have changed and more and more people are reverting to the stock look. Following suit, Erik Kolstoe refitted stock chrome mirrors on his Pantera, leaving his Omni mirrors surplus to the cause. As they glue to the vent window glass, he also fitted two new windows, leaving his old mirrors and windows surplus to the cause. They were advertised in a previous newsletter and were still available at the meeting (update: he sold them shortly afterwards).

R-12 Freon: Dennis Valdez had two small cans of R-12 Freon plus oil available, and offered them up for free. They were snapped up instantly.

Corvette Door: Gary Kono jokingly offered up the driver's side door of his 2006 Corvette,

as it was the only body panel not comprehensively smashed in his recent not-his-fault accident.

News, Clues and Rumors:

Memories Of Jim And Bud: The members present took time to reflect on some happy and inspiring memories of recently departed club members Jim Kuehne and Bud Millard. Both were much-loved and will be greatly missed....

Vector Reunion: In a former life, Mark Bailey was the vice-president of Vector Aeromotive, the company that made a handful of truly bonkers supercars in the 1980s. Recently there was a reunion of former Vector employees in Las Vegas, along with several representative cars. Mark attended and was thrilled to become reacquainted with several friends that he hadn't seen for more than 30 years! The reunion took place in conjunction with the SEMA show, and a documentary film crew shot lots of footage (and has subsequently returned several times to conduct in-depth interviews with Mark). Watch for the resultant documentary film to appear sometime next year.

A Swing, And A Miss...: Perhaps inspired by the success of *Ford Versus Ferrari*, a new film has just been released telling the story of Ferruccio Lamborghini, the famous Italian industrialist who made his fortune building tractors, before entering the exotic car manufacturing business and nearly losing it all. It stars Frank Grillo as Lamborghini, and features Mira Sorvino and Gabriel Byrne as well. The filmmakers seemingly went to great lengths to appear at least reasonably authentic (although significantly, the scenes featuring the first prototype Lamborghini V-12 use a stand-in double Ferrari V-12 instead!). With the film finally finished, the marketing department went to work, and what did they do? They produced the poster for the film and accidentally substituted a Ferrari 250 California instead of a Lamborghini!

Axle-Swap Tech Session: Erik Kolstoe knew that he had a badly damaged rear brake disc (it's likely a rock got trapped



between the pad and rotor and ground away the rotor), plus he had an axle exhibiting traditional wear pathology, so he made a trip up to Mike Drew's house to get everything resolved. He brought with him a pair of new rear rotors, along with high hopes that his axles could be saved. Alas, the axles were both pretty trashed, with one exhibiting evidence of some very amateurish repairs. The intent was to replace the bearings on both sides, and install new axles, but one of the uprights had been modified and fitted with unusually wide bearings, which fortunately seemed to be in excellent condition, so an executive decision was made to reuse them on that side.

At the same time, he wanted to install new brake pads to go along with his new discs, which went relatively smoothly. With the car all back together, he backed into the driveway and left a trail of antifreeze.

His no-name aftermarket radiator had failed, and the car needed more than a gallon of water to be topped off again. Fortunately he was able to make it home without incident (it was late at night by this point, so no traffic and cold outside temperatures certainly helped). Now he's getting ready to start radiator shopping!

Jay Leno Face Fire!: Arguably the world's most famous Pantera owner, Jay Leno made the news recently when one of his cars fought back. He was working with a friend on his 1907 White steam car, which was suffering from a blocked fuel line to the burner (which is necessary, of course, to heat the water to make steam). They disconnected the line and he got under the car while his friend blew into the fuel system from above with compressed air. When the line became unblocked, a quart of gas sprayed onto Jay's face, only inches from the pilot light. He was instantly engulfed in flame! Quick thinking by his friend (who literally jumped on him to smother the flames) saved his life.



After being examined by paramedics, he drove himself (!) to the hospital, where they insisted that he immediately be admitted. Not wanting to upset his wife of some 40-odd years, he instead chose to drive himself home (!!), promising to return in the morning.

That night, he went to bed and awoke the next morning with his face stuck to the pillow, a good indication that perhaps hospitalization would be a good idea! After peeling a bunch of skin off his face with the pillowcase, he drove himself to the hospital again (!!!) and checked himself in.

After two surgeries and many hours ensconced in a hyperbaric chamber, he emerged just ten days later looking better than before the accident? That's not the traditional Hollywood way to achieve tighter, better-looking skin! Thankfully he is okay and is now back to his normal work routine.

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

Bottles of Wine — Tim Zook, Steve Liebenow
Ford FL1A oil filter — Dennis Valdez
Valve cover gaskets — Mark Bailey
Tire Shine — Jim Gasiewski
Meguiars Quik Detailer — Erik Kolstoe
Microfiber towels — Forest Goodhart
Work gloves — Bob Crowell
Quick tire plug kit — Ron Southern
Yellow sun visor — Steve Liebenow
Tool bag — Gary Kono
Lecarra steering wheel — Gary Kono

The meeting adjourned at 8:45 p.m.



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: 19 years

Dennis Sellen: 13 years

Ed and Paula Dossen: 7 years

Jim Gasiewski and Ellen Kollar: 1 Year

Marcus and Irene Smith: 20 years

Greg and Michael Hiebert: 10 years

Erik Kolstoe and Jennifer Sloan: 4 years

Sadly, the records show that **William and Robert Asbury**, **Garry and Shirley O’Roark**, and **Hans Schulz** have allowed their respective memberships to lapse. If this is incorrect please contact Brent Stewart right away.



Capitol Panteras Merging With the Pantera Club of Northern California

Story and Photos by Mike Drew

More than 30 years ago, there was a large and vibrant Pantera community in the Sacramento region, all of whom were operating under the PCNC umbrella. Given their distance from the South Bay epicenter of PCNC activity at the time, they finally decided that it made sense to break away from PCNC and form their own POCA chapter, which they called Capitol Panteras, with the full blessing of the PCNC leadership and members. For decades it was a small but thriving entity, which in recent years was largely energized and led by the team of Jim and Emilia Seiferling.

Even after health concerns caused him to sell his Pantera to Steve Liebenow, Jim maintained enthusiasm for the process of administering and leading the club. He was quite literally the glue that held Capitol Panteras together on a day-to-day basis, performing all



the various administrative chores that are normally handled by a team of people within PCNC, such as treasury, membership, newsletter, and of course co-president.

Ever since his untimely passing, Capitol Panteras has struggled to maintain critical mass. The membership in the club, which was never large to begin

with, had seen a slow but steady decline as members aged out and sold their cars, or otherwise lost interest. A substantial percentage of the people taking part in Capitol Panteras meetings were actually PCNC members who participated on an associate basis. With fewer and fewer members attending club meetings and events, and with the unfortunate pass-



A typical Capitol Panteras meeting would be attended by a small but enthusiastic group. Here Joe Hensler, Rick Carille, Carl Stein, Matt Longo, and Sue and Garry Choate gather for dinner at a local restaurant



The Concours at Serrano was among Capitol Panteras's largest events, with numerous PCNC members participating as well

ing of another Capitol Panteras club member in just the past few weeks, it eventually became clear that Capitol Panteras as a stand-alone entity was no longer sustainable.

In the absence of anyone stepping up to participate and lead, current president John McNamee made the wise decision to approach PCNC with the idea of merging the Capitol Panteras membership back into the PCNC fold. That way, they would continue to enjoy the manifest benefits of POCA membership, while also hearing about PCNC's various events, many of which (such as the Ironstone Concours) take

place in their relative neighborhood. Meanwhile, PCNC would perform the heavy lifting in terms of managing their administrative chores such as maintaining their member's membership within POCA.

PCNC stands to benefit from an influx of these new members, both in terms of their POCA rebates that will now flow into the PCNC treasury, but more importantly, the addition of club members who are actively seeking opportunities to use their cars with like-minded friends.

They will start receiving the PCNC newsletter and E-blasts, and in so doing,

will be informed about upcoming club events in a timely manner. Too, members in the Sacramento region who might have an interest in organizing events will now have a much larger pool of participants to draw from, which hopefully will create added impetus and inspiration for some of them to invest the time and effort needed.

Of course, nothing in this will prevent the current members of Capitol Panteras to gather on their own, much as the North Bay contingent of PCNC periodically does.

This reunification of PCNC and Capitol Panteras, while certainly bittersweet, ultimately stands to benefit everyone equally.

Capitol Panteras has had a longstanding relationship with the California Automobile Museum in Old Sacramento, and the annual contribution they made afforded all club members one free admission per year. Presumably this tradition will continue as PCNC takes over the annual contribution, which helps this noble enterprise carry on their good work. It may come to pass that a PCNC tour to Sacramento to collectively take in the museum takes place sometime in 2023 too!

Watch for Brent Stewart's Membership News next month, where he will share information on each of the Capitol Panteras folks who will be PCNC's newest members! We look forward to welcoming them aboard!



Capitol Panteras members like getting their hands dirty just like the rest of us! Here in this 2007 photo, Jim Seiferling and Jeff Budelli give me a hand with my Pantera. That's Rick Carlile's 1969 TVR Grantura in the background, which he races at Monterey, Sears Point and Portland each year

Bob Crowell's Glen Ellen Tech Sessions

Story and Photos by Ron Southern

Longtime PCNC member Bob Crowell wanted to celebrate his 88th birthday by driving his 12-years-dormant Pantera, and when he called Tom Leonard for a referral to a “Pantera experienced and capable” shop in the north bay, after the laughter subsided, that was enough to set into motion another series of PCNC Glen Ellen tech sessions hosted by Tom and Cathy Leonard.

During an initial visit to Bob's Windsor home, Tom Leonard, Lou Brizzolara and Ron Southern awakened #6136 from its slumber by first pressurizing three of its flat, ancient Pirellis and then rolling it out of the captive garage and into the sunlight for further evaluation. A new battery was installed, vital fluids and systems were checked, and then with some starting fluid assistance after cranking up some oil pressure it roared into life and then settled into a steady idle while header smoke began to rise, giving us one of the first to-do list tasks—that of changing

the leaky valve cover gaskets.

It was then determined that flat tow transporting it to Tom's shop for a complete analysis of all of its needs was the next step in the process.

On Saturday, October 8th an assem-

bled crew of PCNC members including Tom and Cathy Leonard, Bob Crowell, Tom Galli, Mike and Nancy Haney, Lou and Trudy Brizzolara, Jim Gasiewski and Ellen Kollar began the on-the-rack evaluation while a checklist was initiated



Bob Crowell (here with Lou Brizzolara and Ron Southern) needed help getting his long-dormant Pantera back on the road again, and the members of PCNC were only too willing to lend a hand!



Although Bob has a sizeable garage, after some consideration it was decided the smart move was to haul the car to Tom Leonard's home workshop



The first order of business was examining the underside of the car

for issues discovered and replacement parts that would be needed. Chairs were arranged across the shop entrance to serve as a both a cheering section and a break area between tasks.

An engine oil and filter change, as well as a ZF gear lube replacement were accomplished, while an inoperative driver's window, headlight motor problems and emergency brake malfunctions were among many other issues that were noted for needing attention, adjustments, and repairs.

Continuing on Sunday, Tom and Cathy Leonard, Lou and Trudy Brizolara and Ron Southern progressed through lots of tasks and projects, including a lot of rubbing and buffing that restored the Campagnolo wheels to their original clean silver finish, and then a liberal application of raffle prize



An enthusiastic cheering section was in place for each of the numerous days



The wheels responded favorably to extensive scrubbing, and once fitted with new tires, were deemed to be as good as new

tire shine was applied to the newly mounted and balanced BF Goodrich T/A radials. Rear trunk lifting handles were installed, plastic caps covering those twelve trunk Dzus fastener mounting holes were glued in place, a ZF vent tube was installed and the driver's window motor removal process was started. By the end of another successful afternoon a general break then allowed a complete list to be generated of the

parts that would be needed and ordered for the next session.

Within a few days afterward, Forest and Judy Goodheart and Tom Galli were talented additions to that previous crew's wrenching abilities, and real progress included Tom Leonard's continued removal and disassembly of the window motor (with only a few shouted epithets) to eventually discover exactly what was suspect—a mangled plastic gear.

Forest took a quick break from removing and troubleshooting the headlight motor's issues with Tom Galli and quickly produced a new brass gear from the trunk of his mega-horsepower



After a hard job of wrestling the window motor mechanism out of the door, Tom Leonard discovered exactly why the window wouldn't go up and down properly—a comprehensively broken plastic gear



Forest Goodhart and Tom Galli worked together to find the source of the inoperative headlight raising mechanism



Forest later successfully diagnosed an improper brake pad as the cause of the inoperative parking brake system

Mustang so that the door mechanism re-install could commence, only to discover that another brass gear as well as an intermittent limit switch would have to be ordered for the headlight motor assembly.

Ron began the task of a full clay bar and carnuba wax from the back of the car, but had only gotten up to the doors when the rack was raised to continue with the installing of stainless steel flexible brake lines and bleeding of the brake system. During that procedure it was quickly discovered that rather than

an earlier diagnosis of bad emergency brake cabling, it was actually an inoperative left rear caliper that was hampering the rear brake system.

Forest immediately dove in and within seconds had removed the inner pad to discover that not only was the pad missing the required center square peg, but that the caliper's piston slot was not rotated to its correct level position. A quick check of Tom's sizable used Pantera parts department produced a perfectly usable, correctly pegged pad that was installed

after the piston was clocked correctly, which then restored both the cable and hydraulic brake systems to their proper adjustments and operation.

By late that afternoon tools began returning to the box because another break was in order, victory was declared for the day's progress with the parts on hand, the checklist tasks were dwindling away and more parts were ordered and plans were made for the next session.



This is the face of a very happy guy indeed!



Both Ron and Tom were present for the day that Bob would bring his Pantera home

Soon thereafter, the combined efforts of Tom and Cathy, Lou and Trudy, Ron, and Tom Galli resulted in the successful completion of most of those remaining tasks, including replacing the headlight's gear and limit switch. Testing the headlight's operation, however, revealed that more work was going to be necessary to achieve their proper functions, becoming one of the first things noted on the "still needs to be done"

list, along with the instructions that Bob should avoid driving at night.

Additional work was quickly accomplished including finishing the bodywork clay bar/wax, as well as a complete interior detail and replacing of new steering column covers, allowing work to begin on one of the last items on the list—the tedious valve cover gaskets replacement. Tom Leonard assumed the always painful fetal working position on top of the ZF gearbox, while parts, tools and encouragement were passed to him over the covered rear fenders, and after a short lesson-learned reassembly delay, it was determined that the shortest bolt and its washer belonged on the very front of the right cover.

Who knows why?

When a road test proved that the Pantera was again roadworthy, a final parts invoice was produced and a pickup date was arraigned for Bob's refurbished ride.

From roll-off of the flat tow upon delivery to roll-out of the shop upon pickup was 42 days, during which a lot of generous PCNC members donated their time, effort and energy into putting Bob's beautiful '74 L back on the road, as well as putting a huge grateful smile on his face when he picked it up.

Happy Birthday, Bob!

Cure For A Sticking Throttle

Story and Photos by Brent Stewart

For quite some time now my Pantera throttle has felt “heavy”. I have three return springs — two on the carburetor linkage and one on the throttle cable (plus one on the gas pedal!), so I’ve always just figured that was the cause of how much pressure was required to accelerate. But in the last few months I noticed that once in a while the engine would not return to idle, as if something in the connection was sticking. The situation had gone from “somewhat annoying” to “downright dangerous”. I didn’t need the engine continuing to rev without being able to bring it down while driving.

It was time to figure out what was going on. Since I’ve been working on an engine swap, I had the carb off the car and was able to confirm that there was no problem there. That was the initial diagnosis—a sticky accelerator pump. So I moved on to the next most likely problem, the throttle cable. In fact, I was pretty convinced that when I pulled off the kick panel, I was going to find a frayed cable or at least one that needed some oil to free it up. But when I removed the cable from the pedal and tested it, it moved quite freely.

Okay, I was starting running out of things to check! At that point I was in the “under the dash” position—that is

to say, very uncomfortable, borderline painful, and generally unable to see anything. I pushed the pedal and wow, there was a ton of resistance! That’s the problem, now to fix it.

The pedal is held on by a snap ring and washer. Getting the snap ring pliers on there is a challenge for sure, but I was eventually able to wiggle it off and remove the washer (without losing them!). I used a regular pair of pliers to remove the return spring a previous owner had added that connected from the pedal to the dash and proceeded to work it back and forth to remove it from the shaft it rides on. This proved to be another challenge as the 50+ year old grease was the cause of my troubles. It took a combination of working the pedal and a pry bar to slowly work the pedal off. It was *really* bad but I was finally able to work it off.

Cleaning everything with parts

cleaner spray on a rag got it all looking pretty good. I lubed liberally with silicon spray and re-assembled. The pedal now moves with virtually no resistance at all! Reattaching the throttle cable and testing showed everything working freely.

It had been a long time since the throttle worked so well. It had degraded so slowly over time that I really didn’t notice the problem. Now it’s better than ever and I’m really glad the cause was something that was relatively easy to resolve.



Even with the snap ring removed I couldn’t get the pedal off! It took great effort to dislodge it



The shaft was covered with 50 years of dried grease and corrosion, which required extensive cleaning followed by lubrication



The cast aluminum pedal has a pressed-in steel insert. Post-Ford cars use a tiny roller bearing here

Join Us For the 2023 SUPERBOWL LVII

Mark & Linda Bailey Will be Hosting at Our Little Vineyard on Game
Day
Sunday February 12th

Linda Will be Preparing Her Award-Winning Chili With all the Fixings
Bring a Side, Desert or Game Munchies

There Will Be Wine Tasting!



Tech Session

Well Equipped Home Shop
Tools, Tig, Mig and Gas Welders
Limited Fabrication Equipment
9K Lbs. Two Post Lift

TVs in The Shops So You Won't Miss A Play



**Bring a chair so we can spread out in our remodeled
Great room and enjoy the game on a 83-inch flat screen
There will be adult games - bring cash!**



Where

10925 Prieta Court, San Jose
Easy Drive Up Mt. Hamilton
680 to Alum Rock – 2 Miles Up The Hill
408-769-1354

Please RSVP to markpantera73@Gmail.com



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NEXT CLUB MEETING

**Thursday, January 26, 2023
7:30 P.M.**

**GIOVANNI'S PIZZERIA
1127 Lawrence Expressway, Sunnyvale CA**

UPCOMING CLUB EVENTS

February 12th ————— PCNC Super Bowl Party (Mark Bailey)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH