



news

A Chapter of POCA

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Minutes of Meeting 28 September, 2023

The meeting was called to order by the president a few minutes late, at 7:38, due to excessive freeway traffic. All officers were present except for Andrew Duafala, Mike Drew, Denny Morse, Larry Finch, Bob Benson, and Irene Smith. Steve Liebenow ably stood in for the missing secretary. There were 15 club members in the room plus four more attending virtually via Zoom (three of them gathered at the Leonard's house), and there were no Panteras in the parking lot.

New Members/Guests: There were no new members present.

Changes To Last Month's Newsletter: There were no changes noted.

Club Store Report: Irene said that she is still soliciting club members to get ideas for new club merchandise. We had a very successful sales outing at the POCA Fun Rally, but with the 2024 rally already cancelled, and no plans for any future rally, we will have to seek alternative means of marketing our merchandise if we want the store to be successful.

Club Treasury Report: There were a few minor expenditures, including a \$150 annual donation to the California Auto Museum, continuing a tradition started years ago by Capitol Panteras. With this donation, up to 50 PCNC members are entitled to one free admission. (We will likely have a club event there next year).

Club Membership Report: We had no new members this month. Mark asked if anything was ever done to contact former members who inexplicably had not renewed their membership, as there have been numerous instances of club members being dropped inadvertently when their renewal notices went into the great bit bucket in the sky....

Club Motorsports Report: Several people have already signed up for the Turkey Bowl, a 105db Laguna Seca event put on by the Nor-Cal Shelby Club for the day after Thanksgiving.

Mark gave a briefing on the results of two car-to-car contacts at the recent Checkered Flag Racing Association event at Laguna Seca. The club had never had any instances of such contact for more than 25 years, then had two on the same day. In the first, a Porsche driven by a guest had a coming-together with a Miata driven by a club member. The guest was found to be mostly at fault and will not be allowed to join the club or participate in any future events, but the Miata driver also letter of reprimand and was banned from the next two events. The second episode saw Miata-to-Miata contact during a pass in the Corkscrew. The passing driver was banned for two events for trying to pass in a stupid place, and the other driver is was banned for three events for dive-bombing in on the passing driver).

Bottom line—Checkered Flag takes incidents very seriously, and it is the members of the club who determine the penalties should it occur.

Club Website Report: Garth Rodericks has been busy scanning old newsletters and transferring existing digital newsletters from the old website to the new one. He is hoping to launch it on January 1st.

Club Library Report: The contents of the library remain safe and sound, and available for check-out by any club member. Contact Forest Goodhart for more information.

Past Events:

Ironstone Concours: The event was a tremendous success, with 13 Panteras present (and one no-show, but the owner did come anyway). The weather was fantastic as well, and both dinners came off without a hitch. Watch for the full story in an upcoming newsletter.

All-Italian Car Show: The next day, four Panteras took part in the All-Italian Car Show in Alameda (including two that were also at Ironstone the day before!). Once again participants were blessed with tremendous weather, and overall turnout seemed to be slightly up from the previous year. An article will appear in the near future.

Upcoming Events:

PCNC Christmas Party: The party will once again be held at our traditional venue in San Mateo on 9 December. The costs to stage the party have gone up notably since last year, but the club is holding the line on costs, keeping the charge at \$75 each and making up the difference from the club treasury. The hotel has a limited number of rooms still available. See the flyer elsewhere in this newsletter.

Club Business:

PCNC Needs Help: Mark Bailey has yet to hear from anyone willing to step forward to take on the mantle of leadership of PCNC so that he can step into the Vice President role. Please contact him if you are interested in serving in this capacity (or any other club position). We are also looking for a new Events Coordinator as Gary Kono has expressed his desire to step down.

POCA Needs Help More: POCA now has several candidates to fill projected openings on the POCA board, but the POCA Fun Rally has already fallen apart for 2024 and is in danger of collapsing entirely for want of volunteers willing to stage the event. If you have any aspirations of national service, there has never been a greater need than now!

PCNC Charitable Contributions: In the past, the club used to to worthy charities selected by the members of the club. Originally we gave a fixed percentage of our club store sales proceeds, but later it was decided to make two, \$250 donations. Mark Bailey has solicited nominations for charities to be considered. A listing of the charities appears elsewhere in this newsletter. Members can vote by simply notifying Mark of their first choice among the listed options; the two top vote-getters will then receive a donation from the club.

Buy/Sell/Swap:

Chrome-Plated Driveshafts: Walter Nielsen bought a set of wheels from former PCNC member Mike DiFazio, and said that he also had a chrome-plated pair of driveshafts available.

Holley Terminator X ECM: Mark has a 'lightly used' Electronic Control Module for sale. It turns out his setup required the MAX X instead of the plain old X....

Pantera Si For Sale: The Pantera Si is the ultimate iteration of the Pantera theme, produced in extremely small numbers in the late 1980s and early 1990s. Only 41 cars were built in total, with one of them crash-tested and the other retained by the De Tomaso family. Of the remaining 39 built, a tiny handful have started to trickle into the USA. One was offered at the Bonham's auction in Monterey but failed to find a seller; it is now for sale at Fantasy Junction, the well-known purveyor of fine cars located in Emeryville. The asking price is a fairly formidable \$350,000 (!) but as always, there is room for negotiation....

News, Clues and Rumors:

Big Cruise Nite: Walter Nielsen drove his Pantera to this cruise which reportedly featured 3000-4000 cars! Mark Bailey said there was a low-rider-oriented cruise in San Jose that was

also very well-attended.

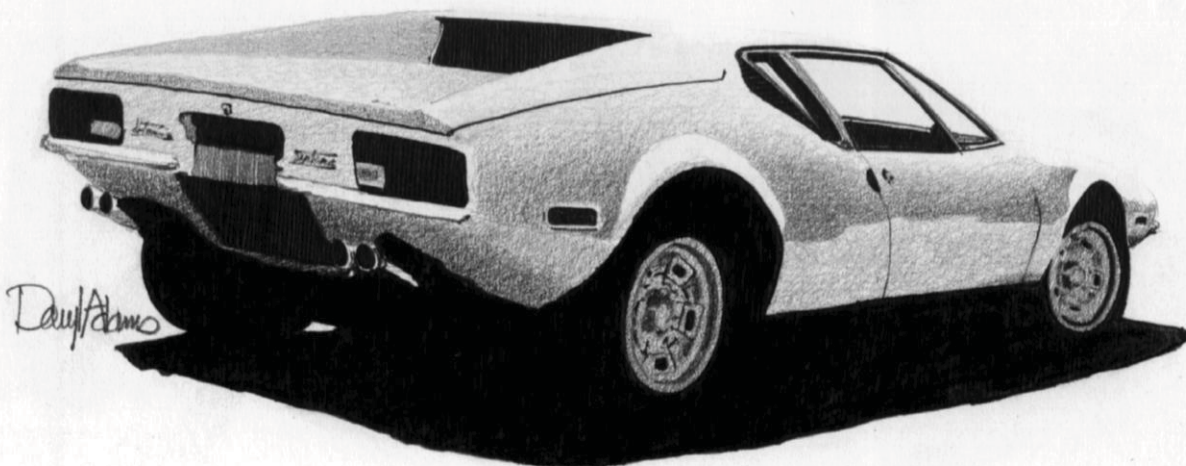
Full Throttle Visit: Garth Rodericks was in southern California recently and decided to stop by Full Throttle Panteras, much as Dennis Valdez had done a few months ago. Among the unusual things he spotted were another rare three-slot Campagnolo wheel (there are only a handful in the world). Don Byars wife was also there; although the business was sold after the untimely passing of Don, she has stayed on to do the books.

Keep An Eye On Your Fuel Lines: Mark Bailey's Pantera came back from a second track day on the trailer due to a failed clutch master cylinder. When he went to move the car off the trailer into the garage he found a large puddle of gas on the ground. It turns out he had incautiously routed a braided stainless steel and rubber flexible fuel line, which over time rubbed against the chassis and wore a hole through it. There are certain places where a hard line is preferable, and flexible hoses should only be used for short lengths. In all cases, the lines should be secured with Adel clamps or zip ties to prevent any possibility of the fuel lines abrading against the car. Just because a hose has a braided stainless steel protective sheath, that doesn't make it completely impervious to all possible external damage.

Club Raffle Report: Brent and Brett once again passed the hat, with the following results:

Fix-A-Flat — Garth Rodericks
Meguiers Leather Conditioner — Brett Santos
Alumnum valve stem caps — Ken Levin
Screw extractor kit — Ken Levin
Feeler Gauges — Brent Stewart
Phone holder — Gary Kono
Shop rags — Brent Stewart
Mag wheel polish — Forest Goodhart
Bottle of wine — Walter Nielsen
1/4-inch ratchet set — Jim Gasiewski

The meeting adjourned to the parking lot at 8:22 p.m.



Membership News

New Members for October:

We are pleased to welcome **Ronnie and Michelle Hum** of Walnut Creek. They purchased the blue 1973 Pantera L #5484 from longtime PCNC members Dan and Annie Lem. Ronnie first spotted the car a number of years ago and expressed an interest in purchasing it, but as often happens, ambitions exceeded financial constraints. In an incredibly gentlemanly move, Dan agreed to allow him to pay for the car in installments over a number of years; when the final payment was made, the car changed hands.



Ronnie is a retired police officer and with his wife, owns Primo Tactical Guns & Lingerie, an improbable mix of a gun and lingerie shop located in Walnut Creek and primarily catering to a law enforcement clientele. His Pantera joins an interesting collection including a Lamborghini Gallardo. We look forward to seeing them at future events!

October Membership Anniversaries:

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

Brett Santos and Patty Arevalo: 36 years
Gary and Mary Ann Kono: 27 years
Steve and Kim Griffin: 17 years
Steve and Kim Christiansen: 2 years

Nancy and Mike Haney: 32 years
Jim and Barbara Murch: 20 years
Ryan and Amy McGuire: 7 years



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Coyote Engine Swap Parts For Sale

If you're interested in swapping out your engine for a modern Ford Coyote V8, I've done the swap and am offering the following parts for sale. I built a set of all of these parts for a friend, and made an extra two sets to sell.

Motor mounts: The stock Pantera upper motor mounts are replaced by these laser-cut and fabricated steel mounts. The mounts are primed and ready for paint. The stock rubber bushings and lower mounts are reused. \$450 per set.

Coolant tubes: The coyote uses a different coolant tubing routing, and these aluminum tubes have been specifically fabricated for the Coyote conversion to give a flat or nearly flat firewall. The Coyote conversion coolant tubes connect with the stock coolant tubes at the base of the firewall. The lower ends are 1-3/8", the upper ends are 1-1/2", and the coolant bypass to thermostat housing is 1-1/4". Note that hoses, clamps, and one Dorman part that connect to the thermostat housing are not included. I will supply the Dorman part number when you buy a set. \$350 per set.



Coolant header tank adapter mount: The laser-cut aluminum mount is designed to accept and properly position a 2011-2014 Mustang GT coolant tank, and easily attaches to the OEM expansion tank bracket studs. \$75 per mount.

Also for sale:

Rebuilt stock halfshafts: These factory driveshafts have been fitted with new U-joints and natural cad plated. \$350

Contact Cory Price at
(801) 710-4350 or
CoreyJPrice@gmail.com



PCNC Benevolence Fund

For many years, the members of PCNC set aside a portion of the proceeds from the club store sales at the annual POCA Fun Rally for donations to charitable causes. This tradition was temporarily suspended a number of years ago, but thanks to the ongoing health of our treasury, the PCNC board and those members of the club present at a monthly meeting made the decision to restore the tradition.

This year the benevolence fund has been set at \$500. The members of the club were solicited to make nominations for charities they felt were worthy of our consideration. A ballot will be available at our November meeting for you to make your selections. The benevolence funds will be divided equally between the two with the most votes. Those who are not present at the meeting can register their votes simply by sending an email to the president (MarkPantera73@gmail.com) and expressing their desires. There will also be a blank space for write-in charities.

None of these charities have been recipients of PCNC donations in the past. All of them have been reviewed by Charity Navigator, an objective organization that analyzes charities in depth and gives them both a star rating (from one to four stars) and a percentage rating, with 100% being the best possible score. All the nominated charities have a four-star rating. In no particular order, the nominated charities are:

St. Jude Children's Research Hospital The mission of St. Jude Children's Research Hospital is to advance cures, and means of prevention, for pediatric catastrophic diseases through research and treatment. Consistent with the vision of their founder, entertainer Danny Thomas, no child is denied treatment based on race, religion, or a family's ability to pay. This organization has a 100% rating.

Maui United Way The Maui chapter of the United Way's stated goal is to bring people, organizations and community together around a common cause, a common vision, and a common path forward. They are especially engaged at the moment working to give grants to existing grassroots organizations that are local and focused on basic needs associated with the recent tragic fires. This organization has a 99% rating.

Maui Strong Fund This fund is overseen by the Hawai'i Community Foundation, and was established to provide financial resources to support the immediate and long-term recovery needs for the people and places affected by the devastating Maui wildfires. This organization also has a 99% rating.

Smile Train This charity was founded in 1999, and since then has performed over 1.5 million cleft corrective surgeries, more than all other worldwide health organizations combined. They partner with and train thousands of medical professionals and hospitals in over 70 different countries to provide free corrective surgery, public education, and follow-up speech and dental care. They currently have a 97% rating.

Everyone For Veterans: Founded in 2008, this organization focuses on an oft-overlooked medical need, and seeks to provide comprehensive dental services and care to those who have served our country. Only about 8% of those enrolled in the VA health care system qualify for dental benefits. This leaves a huge percentage of veterans unable to afford quality dental care. This organization seeks to provide free dental care to combat veterans and their spouses at clinics and dental offices across the country. They have a 91% rating.

Wounded Warrior Project This organization was started in 2003 as a small, grassroots effort to provide simple care and comfort to the hospital bedsides of the first wounded service members returning home from the conflicts in Iraq and Afghanistan. As their post-service needs have evolved, so have the programs and services offered by WWP. Today, they have direct programs in mental health, career counseling, and long-term rehabilitative care, along with advocacy efforts to improve the lives of millions of warriors and their families. They have a 98% rating.

Lions Club International Being a Lion is about leading by example, building relationships and improving the world through kindness. It's 1.4 million members worldwide serve together so they can make a lasting impact and change more lives. There are over 48,000 regional Lions clubs around the world (including many in our area). Each is focused on a single constant: service. Lions members give their time and energy to others

in countless ways to help the community. They have a 100% rating.

Second Harvest Of Silicon Valley This organization is committed to doing whatever it takes to end hunger in the Silicon Valley community. This means distributing food, leveraging available food resources, and collaborating with organizations and people who share the belief that hunger is unacceptable. Due to the prohibitively expensive cost of living in Silicon Valley, they are now serving an average of about 500,000 people every month. They have a 100% rating.

Food Bank For Monterey County Thanks to the support of donors, partners, volunteers and a caring community, this organization was able to distribute more than 15 million pounds of nutritious food and fresh produce to the most vulnerable people who are facing hunger in Monterey County. Ironically, many of those people eke out a meager living harvesting the very food the rest of us eat. They also have an educational outreach mission to help teach children the value of nourishment, the benefits of food as medicine, and the power of a supportive community. They have a 100% rating.

Arbor Day Foundation This organization is actually doing something constructive to combat climate change, by scaling their efforts to plant 500 million trees by 2027 in areas where they're needed most. Trees clean our air and water by turning harmful carbon dioxide into oxygen, provide habitat for wildlife, connect communities, and support our health and well-being. They even help slow storm surge and flooding in our cities. Trees also provide shade and can help cool our cities by up to 10 degrees, which reduces the energy demands of air conditioning. Lots of organizations claim to be 'green', but with a strong network of global partners, a science-based approach, and more than 50 years experience planting trees all over the world, they are uniquely positioned to be literally and figuratively 'green'. One can purchase trees, at \$2 each, to be planted in a national forest. They have a 98% rating.

Please consider each of the nominated charities carefully. Each PCNC member and associate member can vote for two charities. An in-person vote will be taken at the November PCNC meeting on November 30th, and e-mailed votes will be accepted until that date.

This is how and where the disease begins



The Ins And Outs Of Original Pantera Air Cleaners

Story and Photos by Steve Liebenow

First off, let me start by saying that this attempt at a semi-informative article could be flawed from the get-go. I don't know everything, and have not seen everything, but I have seen a lot of Ford parts through my years of scouring junkyards, or salvage yards in today's parlance.

This is an attempt to meld information from the factory dealership Ford Master Parts Catalog (MPC), the Lincoln/Mercury Pantera MPC, and personal experience.

Let me mention now that factory literature leaves much to be desired in terms of accurate information! No books contain absolute gospel—they only have very good suggestions for what is known or unknown. Again, not everything may be in print! More so in the Pantera MPC it would seem, because the Pantera specifications changed on a routine basis between 1971-74 and it was hard for the books to keep up.

The L-M Pantera MPC lists three different air cleaners, but only shows one illustration. It shows one for 1971 before serial #2292. The second one listed is for 1972 From #2292 to 3756, and the third one from Serial # 4840 onwards. (Not sure what happened to #3757 to #4839????)

The Ford MPC shows pages and pages of air cleaners for all sorts of different Fords, with only one or two illustrations per engine type. Some of the same mistakes or omissions in these books were also echoed in the Pantera version to make matters worse.

The Pantera primarily used an air cleaner that measured 17-3/8-7/16" diameter at the top lip and 3-1/4" tall (without the lid), which was borrowed from some other lines of cars (Mustangs, Fairlanes, and Cougars) but modified with some added features. (They measure 17" inside edge to edge below the lip). Most notably they had

an "auxiliary air flapper/door" which was vacuum operated. When the driver stepped on the gas, the engine vacuum would drop, and this thing would open to let additional air into the carburetor. Letting off the gas would create vacuum, and close the flapper/door. This feature was primarily found on non-hood scoop or "no hole in the hood" Ford models equipped with 390GT, 428CJ, and Boss 302 engines.

There were also stamped holes for the valve cover breather/filter connection, an EVAP emissions hose connection (which would send the fumes from the fuel tank to the carburetor through the air filter), and a primary fresh air inlet/duct/snorkel that could provide heated air from an exhaust manifold, and when warm enough, would transition to close off the warm air in favor of cooler air from elsewhere, either the engine bay on early Panteras, or ground level via a snorkel tube fitted to a plastic air scoop attached to the bottom of the firewall on the passenger side.

These air cleaners when used on Panteras and Mustangs etc. generally were fitted with a chrome lid, but I have found painted lids on other models also.

The chrome lids are 17-3/4" diameter from edge of rolled lip to other edge. There is a foam rubber gasket in the lid that seals to the top of the air cleaner base.

In none of my books could I find a separate section for the lid part numbers. Only the entire air cleaner assembly could be purchased from Ford. However there are now plenty of aftermarket lids available, and I think that some of the aftermarket Mustang/Ford catalogs now offer a new rubber gasket for the lids.

I have two lids as examples here. The first is a "flat" version which I believe to be correct for at least '72-'74 Panteras. I also have a "tall" version

which may have been used in 1971 Panteras, and was definitely used earlier in other Ford cars. I'm not sure where I got the tall one, but I noticed that in 1971, the air cleaner filter element was listed as about a quarter inch (1/4") taller than the flat lid version! Hmmmm.

I have to ask if this mismatch could be a problem area for folks with air cleaner interference with their engine screen on a stock car? I have heard of this in the past, but was never directly involved or knowledgeable enough at the time to offer assistance. Times have changed!

What caused me to take keyboard under fingers, was while I was sorting some parts, trying to organize my collection, I came across my air cleaner pile and decided to see what I could put together for my '74, which is somewhat original (if you ignore the alloy valve covers, aluminum intake, etc.) I figured I could at least put on a stock air cleaner since those other parts work well with the stock carburetor and air cleaner bits.

As I inspected and compared, I found that I had only one *really* scruffy and dirty air filter element, and it fit the flat lid just fine! Putting the tall lid on, left a gap for the element to rattle around. I looked around at what I had, and none were the 2-1/2" tall version that I needed. Well, simple enough to resolve—just fire up the internet and let your fingers do the walking! Good thought, but the recommended air filter, for a 1971-2-3 Mustang with 351C engine was "not available", and this was from a giant in their field, scouring warehouses countrywide, RockAuto.com! So I checked O'Reilly's website and found it listed as "special order only, contact local store". So I drove down to my local store only to have the summer employment staff tell me that they couldn't get it. "Hey, your website says special order?!" "Well that means we can't get it." "Then what

does special order mean in English?!?”
“That means that we can’t get it.”

Ugh. So much for in-store customer service! Good thing I’m not looking for 1938 Packard parts!

Via the web and my handy camera phone, I eventually found an O’Reilly’s store that had the last one in the county for sale...seriously...and my next trip into town 45 miles up the road, I bought it! I had called ahead, and they pulled it off the shelf and confirmed it was 2.5” tall. Well it’s just a hair under 2.5” but the clay test revealed that it is going to seal once the wing nut is tightened down

One last source to check was NAPA for a WIX #42113 air filter, which measures OD-13”, ID-11.2” and most importantly is 2.5” tall, give or take a few thousandths. Now, that said, I found *lots* of false info that listed this element as being 3” tall. That’s why I picked one up directly, to avoid getting one that was too short, or too tall, and having to pay for return shipping. NAPA also had none in stock but they could

order it, apparently.

The good ol’ internet not only recommended various 3” tall versions (who’s to know if they are actually 2.5” or 3”???) as direct fits for the Pantera air cleaners, but also 2-1/4” tall versions of which I happened to have one on the shelf that was for a 428 Cobra Jet stock air cleaner, *or*, a Mangusta! This one is definitely too short, as the air filter rattled around in the unit. Not good. So the old adage, “Your mileage may vary...by a quarter inch” fully applies here! Beware of summertime auto parts counter people and incorrect part descriptions on the internet.

One other tidbit I discovered is that the breather element (for valve cover engine gasses) is getting more difficult to find in its original style. The original used on most V8’s is a 1971 V8 Mustang part with an industry number of FA-87. This is not to be confused with the similar (shorter with a smaller filter area) FA-88 version for 6-cylinder engines. (It would work in a “gotta have one or it’s

all they have left” pinch).

One little detail that disappeared off of these little filters is the orientation tab on one side of the protrusion that sticks out of the side of the air cleaner, where a metal clip slides over to retain both it and the fitting that connects a hose to the valve cover, to allow the engine to vent gasses and any positive pressure. The tab is supposed to keep it from rotating, as there is a notch in the tin for this. Original filter bodies were either blue (very early, very rare!) or black. I’ve also found aftermarket versions in white, but equipped with the little tab, and they would be useable. There are still old Motorcraft FA-87’s floating around in old boxes or more recent plastic bags too.

I noticed that the aftermarket “no tabs” versions are also made of a much less rugged nylon. I’m not sure how well they would hold up in a hot engine compartment like the Pantera! (I used to melt air filter elements in my Mangusta on the way to and from Las Vegas!)

They say a picture tells a thousand words, so here are many thousands of words in picture form!



Three period Ford air filter assembly bases. The front of the vehicle would be to the right viewing these here. The one on the left is possibly a 1971 or early 1972 Pantera version. There are no dates on any pieces. The center and right hand pieces are late 1972 or early 1973 with 2L2 and 2M2 (1972 Nov and 1972 Dec) dates on the thermal vacuum switch covers. The right hand unit is from my very stock Pantera L. There are no other dates or part numbers found



Top view of the right hand facing 1972-3 unit-auxiliary “ram air” cold air inlet with vacuum activator motor seen on left in the previous picture. All Panteras had this feature



Top view of left hand 1971 version. Note the shield around the auxiliary air inlet and the fresh air snorkel have been relocated about 180 degrees from stock (Ford) position as seen in the previous picture above. Also note the black crankcase breather filter on the right side and the black vacuum motor mounted towards the end of the fresh air snorkel. (The vacuum hose in this photo is not connected properly. The above 1972-3 picture does have the hose connected properly.) At about the 5 o'clock position you can see the top of the thermal vacuum switch. This is connected in series with the fresh air snorkel vacuum motor and a vacuum source. When the switch heats up, it opens and lets vacuum move the door in the snorkel to block off hot air from the exhaust and allow cooler engine compartment air into the carburetor. This helps your engine warm up more quickly in those cold winter months! Pretty slick!

Whether hot or cold, the aux air inlet on the side will close as soon as there is engine vacuum, i.e. at first start up. The only time it should open is when you open the throttle blades (step on the gas!) and lose vacuum



Close up of the 1971 snorkel. It features special construction shielding around the aux air inlet valve. You can just make out the "flared opening" on this snorkel, which should be on most of the 71-72 versions, standard Ford part D1OZ-9A626-B. 1973-74 snorkel assemblies have a Pantera part number assigned to them, D36Y-9A626-A, and the Pantera MPC says they were used in 1973 from #4840 on. I'm not sure if this number was ever ink stamped on them like Ford did in many cases



Closeup image of the bottom of the 1971-72 snorkel. Other versions will look similar except for the end which is not flared, but instead is straight with provisions for staples to retain a flexible duct hose that dropped to the bottom of the car to catch cold air

1973-74 end of snorkel. Note the staple holes for the hose. Later in production, Ford started using a special formed plastic clamp to retain the hose. I'm not sure if that ever made it to a De Tomaso. The vacuum motor on the top of the snorkel controls hot/cold air to the carburetor. This piece does not reveal a part number in any of the Ford books that I have? Apparently if it went bad you ordered an entire snorkel assembly. (I later found them for sale, with no direct interchange indicated. The part numbers are D7AZ-9D612-B CX-119, and D8UZ-9D612-A CX-674 with the later versions in black plastic. Order at your own risk, but they look close for fit)



View of 71 version with plugged off "normal" position for the relocated fresh air snorkel/inlet. There is a plug in the hole for the evaporative (fumes) emission control used in CA cars. This filter may have been from a non-CA car originally. The black hose fitting and clip retains the crankcase ventilation filter (FA87), and hose from the valve cover



This photo shows the plastic fitting for the paper tubing that ran over to the charcoal filter affair that many have in their cars to recycle excess gas fumes from the carb.. Also black hose connection to valve cover breather filter and valve cover connection.



*Top view picture of thermal vacuum switch to control hot/cold airflow through the snorkel during engine warm up. Sensor Assy- Carburetor Air Cleaner- Air Temp Controller: D0ZZ-9E607-B 1970+ Mustang
2L2 date code translates to 1972, 2nd of Nov produced*



Bottom View of vacuum valve, sorry for the fuzzy pic, not my day job!



This picture shows the “air dam” or director to allow inlet air flow to disperse around the air filter rather than just directing it at one point on the filter. When I started looking closely at the 1971 version and a filter element, I discovered that this piece had been welded in crooked and as a result, it stood proud of the air filter element and prevented the lid from sealing to the body! It wasn’t bent or deformed, just welded in goofy!



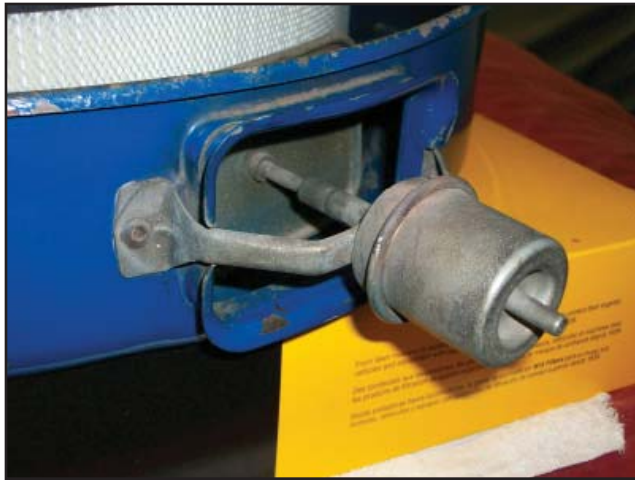
And now, on to the air cleaner lids. These are the only two examples that I had to work with. One on left is what I believe to be the “flat” Pantera version and the one on the right is probably from 1968 or so. The left one eventually mostly cleaned up okay, but it still has issues in the creases. Lids measure about 17-3/4” in diameter



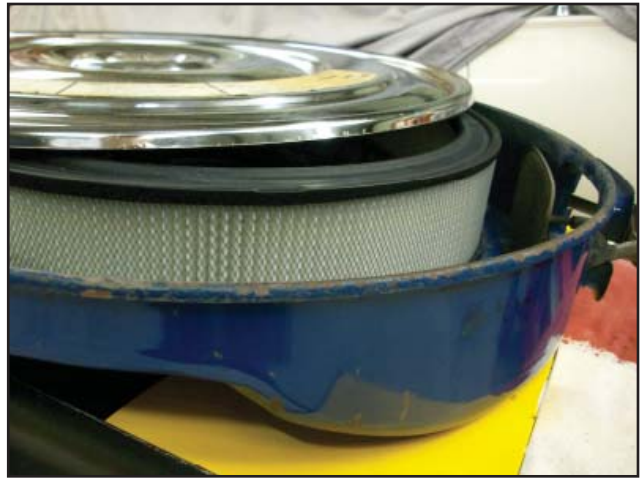
In this photo you can see the difference in the height of the lids. The Pantera one (left) is pretty flat all across from outer edge to outer edge, with nothing sticking up, unlike the right side unit where you have a good gap across the width of the lid. The height difference between flat and raised lids is approx 3/8”



Here is the new Motorcraft FA-87 Breather Filter. (No spring clip with this, so reuse your old one!)



Close op- auxiliary air inlet valve, vacuum-operated. These valves are now available in repop form and there are places that will rebuild yours. The part number is C80Z-9D612-C, as used on Mustangs, Cougars and Fairlanes from 1968 on



New WIX Air Filter #42113 in place and ready to roll!



Here is result of checking the fit of WIX air filter #42113 with flat lid on one of the bases using a piece of clay. I can live with that!



Close up picture of the tab that disappeared on some of the non-OEM "replacement" versions of the breather filter

*This is the special exhaust manifold heat riser for the Pantera. The Pantera MPC book incorrectly lists a standard 1971 Ford part number/piece (DIAZ-9603-A), which I have had in the past and there is **no** way that they are just going to bolt in place, as the part corresponding to that number was made to fit cast iron manifold. Perhaps De Tomaso cut up the original and welded it to some hand-formed sheet metal, as there are no spot welds here*



This photo shows the vacuum line from under the air cleaner out to the snorkel vacuum valve for hot/cold air to the engine. You can also see the connection from the valve cover to the air cleaner at the breather element. There is a 1" or so paper tube from the fitting on the side of the air cleaner over to the charcoal canister, and a larger 2"+ diameter paper tube under the snorkel valve going down to the exhaust manifold heat shield.



Better view of paper tube to charcoal canister. Canister is mounted fairly high. Air inlet ducting from snorkel to the base of the firewall



Better view of paper tube down to heat shield on exhaust manifold. The heat shield is barely visible down there



Another view of both the large paper tube and snorkel flexible ducting to below, and 1" paper tube in foreground over to charcoal canister behind expansion tank.

The large diameter reinforced paper hose is still available from various sources with part number C9UZ-9652-A (which is a Bronco part number...go figure!)

The corrugated flexible ducting that fits on the end of the snorkel is listed as being available from Panteras by Wilkinson (at least, it shows on his website). The image in the parts book shows it as an assembly with the snorkel, clamp and bottom scoop, but the written description (and low price) suggest he's offering the hose alone. Maybe back in the day you got it in "kit form" when you ordered the new Pantera-specific snorkel? The Pantera MPC part number is D36Y-6A626-A Duct and Valve Assembly—Carburetor Air Cleaner.

I hope you can all breathe easier now.....!

2023 P C N C

● HOLIDAY BANQUET DINNER ●

AWARDS CEREMONY

Sign up for the Banquet on-line and pay with your credit card or Paypal account. Or if you wish, send your check for dinner reservations. Be sure to put your name(s) and meal choices on the memo line if you send a check. Dinner reservations must be received by **November 24rd**

WHEN: Saturday, December 9th. Reception, no-host bar, and entertainment begins at 6:00pm. Dinner is at 7:30pm.

WHERE: The Hilton Garden Inn, 2000 Bridgepointe Circle, San Mateo, CA 94404. 650-522-9000. Orchid Room - First floor, to the left of the reception when you enter.

PLATED DINNER CHOICES: Appetizers will be served prior to dinner, salad, and dessert.

- **Chicken Parmesan:** Served with Marinara Sauce, Fettuccini, Mozzarella
- **Grilled Flank Steak:** Served with Garlic Demi-Glace, Roasted Potato
- **Tortilla Crusted Tilapia:** Served with Hawaiian Salsa, Rice Pilaf

BANQUET PAYMENT: \$75 per person. Your club is subsidizing this event to keep your costs down! If you don't join us at the party, you are not only missing out on the chance to enjoy Holiday cheer with your fellow club members, you are missing out on benefits your dues support!

Click on, or enter the following link on your computer or phone: <https://2023pcnc.brownpapertickets.com/>
You will be charged \$80.99 per ticket which includes the service charge from the on-line processor. For those choosing PayPal, please note that the recipient of your payment will show as Lawrence Finch, PCNC Treasurer.

CHECK PAYMENT OPTION: For Members who wish to pay by check, make checks payable to "Pantera Club of Northern California", The bank does not like us to use PCNC. Write the names of people in your party that you are paying for along with their dinner choices on the memo line. You may also attach a note. **Checks must be received by November 23rd.** Bring to the next PCNC meeting or Mail to: **Dennis Valdez – 3252 Charmat Court, San Jose, CA 95135**

OVERNIGHT LODGING: A limited number of discounted rooms are available - King (\$129) and Queen/Queen (\$129) plus applicable taxes. Buffet breakfast is included in the room price. Make reservations by clicking on, or entering the following link on your computer or phone <https://tinvurl.com/PCNC2023-Hotel> or by calling 1-650-522-9000, be sure to mention your with PCNC to get the discounted rate. **Reservations must be secured by November 24,** to get the discounted rate. Questions? Call Dennis at 408-772-6685 or, valdezs1@yahoo.com



Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120



NEXT CLUB MEETING

Thursday, October 26th, 2023
7:30 P.M.

DENNY'S
1001 East Capitol Expressway, San Jose
NEW MEETING LOCATION!

UPCOMING CLUB EVENTS

9 December ————— PCNC Christmas Party (Dennis Valdez)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH