



news

A Chapter of POCA

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Minutes of Meeting 26 October, 2023

The meeting was called to order by the president at 7:35 p.m. The officers present were Mark Bailey, Mike Drew, Forest Goodhart and Gary Kono. There were 16 members in the room, plus two more attending via Zoom, but no Panteras in the parking lot.

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

Changes to Last Month's Minutes: In the discussion about a proposed multi-chapter west coast Pantera rally, it was incorrectly stated that Jim Coyne was the president of California Highway Panteras of the Inland Empire (CHPIE). In fact, the president is Joyce Bernatzke.

Also, Mark's ECU for sale was said to be only gently used, but in fact it was brand new, in the box.

Club Store Report: Although Marcus Smith was present in Irene's place, he had no news to report. It was mentioned that hopefully the new website will have club store functionality, as we have a good amount of merchandise and no other avenue to market it since the POCA Fun Rally has been canceled for 2024.

Club Treasury Report: There was no report from Larry Finch this month, prompting one wag to say that he is earning what we pay him! However, he is continuing to work for his non-pay, as the club recently received hate mail from the state of California regarding an unfiled tax return that was, in fact, filed on time, so Larry is having to enter the maelstrom that is Franchise Tax Board bureaucracy to get them to acknowledge that fact.

Club Motorsports Report: The biggest upcoming event is the Nor-Cal SAAC Turkey Bowl, a 105 db day at Laguna Seca on the day after Thanksgiving. Brent Stewart is slated to drive his 1965 Mustang track car there for the first time. Meanwhile, Checkered Flag Racing Association is still working on their 2024 calendar.

Club Website Report: In Garth's absence, talk turned to the new website. It was reported that Garth continues to make progress on our new website, with hopes for a launch early in 2024. He did confirm that by purchasing various plug-ins, the site might be able to accommodate online sales for the PCNC store. Garth walked in just in time to confirm this possibility, and field questions about having a searchable index that would enable people to enter keywords and find specific articles within the newsletter archives. Although this might be very difficult, Garth said he would be able to create bookmarks on certain words which would have much the same effect.

Club Library Report: There were no new items to add to the library.

Past Events:

Littly Italy Car Show: Dennis Valdez attended the event as a spectator and saw that Tom Hasenberg's Pantera was the only one on display, among the 40 or so cars present. Most of the cars were up-to-the-minute modern supercars, rather than classics.

Upcoming Events:

PCNC Christmas Party — 9 December: 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. There is still time to sign up for the party; Dennis Valdez will be at the November meeting to collect in-person payments. See the flyer elsewhere in this newsletter.

PCNC Super Bowl Party — 11 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.

The flyer will appear in next month's newsletter.

Super Bowl Super Drive — 11 February: There will be an all-makes vintage car run on

Super Bowl Sunday, starting in Pacifica and ending in Boulder Creek. Several Panteras took part on the 2023 rally and the participants had a terrific time. Contact Erik Kolstoe for more information.

California Auto Museum Tour?: PCNC has issued a sponsorship to the California Auto Museum in Sacramento, which entitles all club members to one free admission. A proposal was made to organize an event that would incorporate a visit to the museum, perhaps sometime in the spring.

West Coast Rally: A Zoom call is scheduled with representatives from all the California POCA chapters to discuss the possibility of arranging a gathering and driving rally somewhere on the central California coast next year. It could also include a tour of Hearst Castle. Unlike the POCA Fun Rally, this would be a very informal event where individuals would make their own lodging and dining arrangements. There would likely be organized drives and aforementioned tour, but overall the event would be more of a rendezvous and gathering, rather than a full Fun Rally. Stay tuned for more details in the upcoming months.

Club Business:

PCNC Still Needs Help: Although we have successfully recruited a candidate for PCNC president, we are also looking for a new Events Coordinator as Gary Kono has expressed his desire to step down. If you are interested please let Mark know.

Speaking Of Events...: Although there are some event ideas germinating for 2024, clearly we need many more, so please think about locations and possibilities and present your ideas!

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. One additional charity (Guide Dogs for the Blind) was added to the list published last month; that list appears again elsewhere in this newsletter.

New Meeting Location?: Looking around the room, it was apparent by the halving of our meeting attendance that our current meeting location is sorely lacking in appeal. Several members have announced that due to the egregious traffic problems, and the somewhat sketchy surroundings, they no longer felt the desire to attend club meetings. A quiet discussion was held among the people present seeking to address the issue. A proposal was made to return to Giovanni's Pizza in Mountain View. While the location is more favorable, the room acoustics and layout don't lend themselves as well to a meeting like ours, and the noise from the adjacent room is obtrusive. Nobody present wanted to move back there.

And so a campaign has been opened to find a better, more suitable venue for our monthly meetings, but for the time being we will continue to meet at the Denny's in San Jose. We are all looking forward to Holder's reopening, and everyone laments the loss of our traditional meeting location at Coco's, which still lies abandoned all these years after it was closed down.

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 Bailey has a brand new (not used!) Holley Electronic Control Module for sale. The new cost was over \$1000; the current cost is (gulp) negotiable. It turns out his setup required the MAX X instead of the plain old X....

Mark also has a stock starter, and used (but still serviceable) clutch master and slave cylinders available.

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:

De Tomaso Sign Sells For Megabucks: An individual set about crafting an illuminated sign featuring the De Tomaso logo, designed to extend perpendicularly from a wall. The exact pedigree of the sign is unknown, but its 220v plug suggests it originally adorned a European workshop. Supposedly it was made sometime in the 1970s or 1980s in Turin. Exquisitely fabricated, it sold recently on Bring a Trailer for an astounding \$5,950!

Clutch No More: Ron Southern drove his Pantera to the All-Italian Car Show in Alameda, with considerable difficulty as his clutch was rapidly going away. He limped the car home and then to Tom Leonard's shop, but they were hoping to get some experienced help to remove the gearbox and attend to the issue. Forest and Judy Goodhart volunteered to drive up and together they would get to the bottom of the issue in the upcoming weeks. Undoubtedly once the situation is diagnosed and appropriate replacement parts are sourced, there will be more tech sessions in Sonoma to reassemble the car and get it on the road.



Inline Fabrication Tool Mounts: Barry Hosier brought along with him some examples of the tool mounts from a company called Inline Fabrication. In an acknowledgment that most of us have more tools than tool space, this company set about designing a modular mounting system where a bracket is bolted to a workbench (the truly committed will use a router to set it in flush), and then mating brackets are affixed to various tools like grinders, vices etc. This enables the tools to be stored out of the way, and only brought to bear when needed and easily swapped in and out of the benchtop mount. Originally crafted for the ammunition handloading crowd, they have since branched out and now can accommodate just about any benchtop device. They have hundreds of existing templates, and for a small fee they will create a specific template for an individual tool using a customer-supplied template. Go to www.InLineFabrication.com for more information.



Jim Kuehne's Pantera About To Become Famous: Jim and Anita Kuehne were stalwart members of PCNC for decades, and we were all saddened at Jim's untimely passing last year. Recently, Anita reached out to Mike Drew seeking assistance in assessing and finding a new owner for a project Pantera that Jim had been working on ever since it had a Coming Together with Roger Sharp's Pantera during a PCNC club drive more than 20 years ago.



Thanks to help from Chuck Engles in Oklahoma City, Mike was able to broker a deal with Jack Pegoraro, a British car enthusiast whose YouTube channel is known as Number 27 (for obscure reasons). After Chuck shot over a hundred photos of the car and associated parts, a deal was struck. Shortly after the meeting, Jack, Mike and Chuck plan to converge on Jim's garage in Oklahoma and pack the car and associated parts for shipping. Jack will be fully documenting the process, along with the subsequent restoration, on his YouTube channel.

Ken Levin Gets Profiled: An automotive editor for the San Jose Mercury News heard about Ken Levin, who is the original owner of his 1971 Pantera, and he conducted an in-depth interview. The resultant article, which favorably profiles both Ken and his Pantera, appeared in the October 1st Sunday edition of the paper.



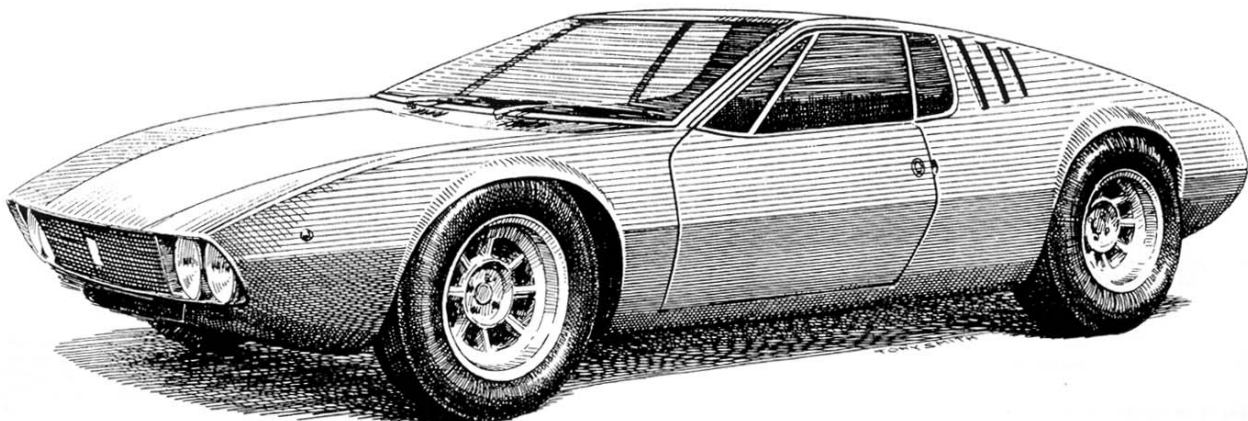
Happy Anniversary: Ken and Darlene Levin were surprised with a cake to celebrate their 50th Anniversary as members of the Pantera Club of Northern California!



Raffle Results: In the absence of rafflemaster Erik Kolstoe, Lori Drew gamely stepped in to run the raffle (with able assistance from Brett Santos of course) with the following results:

- Supercars book — Ken Levin
- Pantera Coffee Cup — Ken Levin
- Cobra model — Forest Goodhart
- Kopr Shield — Dennis Valdez, Gary Kono
- Crash Mania DVD — Gary Kono
- Bottles of wine — Ken Levin, Gary Kono
- Sonoma Raceway hat — Brett Santos
- De Tomaso logo stickers — Barry Hosier
- Meguiars leather wipes — Dennis Valdez
- Oil change kit — Steve Liebenow
- LED work light — Steve Liebenow
- Locking chain clamp — Mark Bailey
- Pantera International hat pin — Gary Kono

The meeting adjourned at about 8:35.



De TOMASO MANGUSTA

Membership News

New Members for November:

We have no new members this month.

November Membership Anniversaries:

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

Erik Belter: 31 years

Keith and City Gilmore: 26 years

John and Connie Hansen: 15 years

Roger and Elena Thomas: 30 years

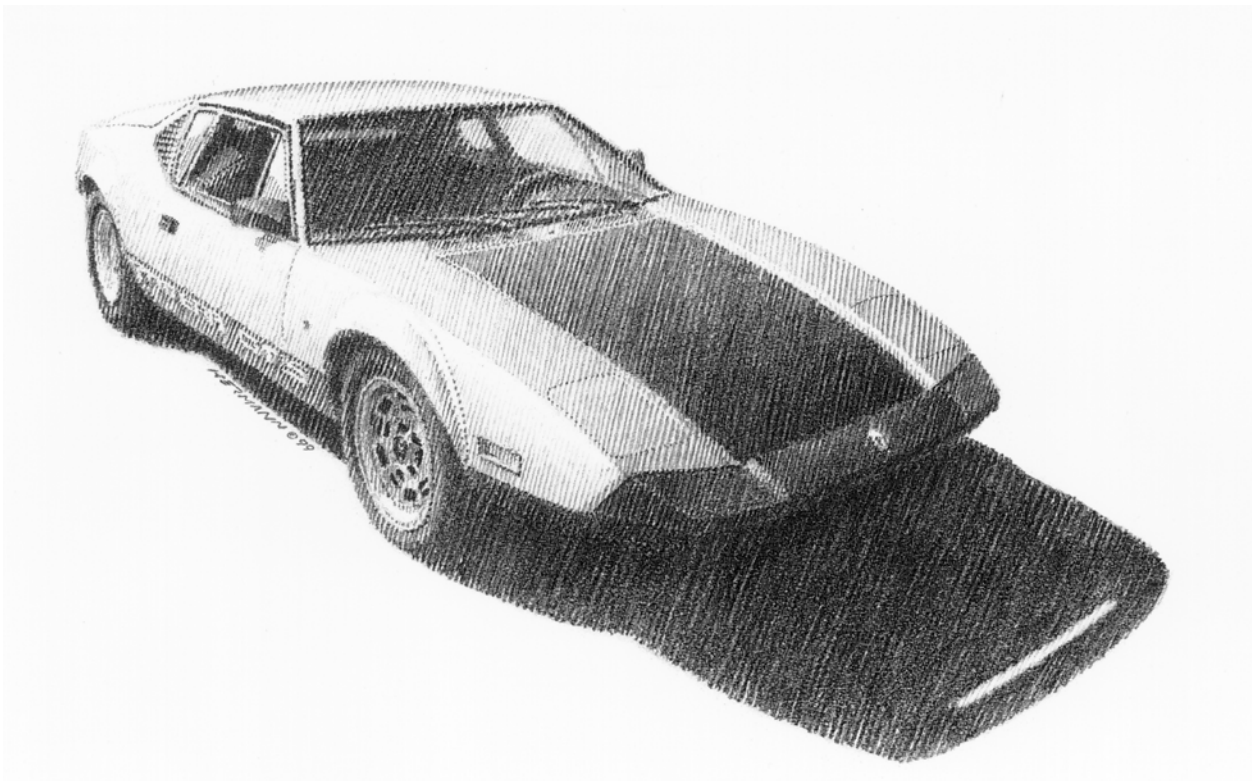
Bob Benson: 22 years

Steve and Linda Solipasso: 12 years

POCA has recently made a tremendous advancement in their membership renewal process.

Each year, dozens of PCNC members are accidentally removed from the rolls because they failed to respond to their automated renewal notice, which often is sent to a spam folder by mistake. POCA now has created a means whereby your membership can be renewed automatically each year. The full details will be issued in an upcoming Eblast.

Also, PCNC will be producing a new membership roster early next year. *Please* look at your existing club roster and validate all the information that is listed for you. If there are any errors, please contact Brent Stewart (hint: his contact info is in the roster in your hand!) so he can correct it before the next printing. THANKS!



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.

Recently Added:

Guide Dogs For The Blind: As the largest guide dog school in North America, more than 16,000 guide dog teams have graduated from Guide Dogs for the Blind from across the US and Canada since they were founded in 1942. All of their services are provided free of charge, including personalized training and ongoing support, plus financial assistance for veterinary care, if needed. Their work is made possible by the generous support of their donors and volunteers as they receive no government funding. They have a 99% 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.



Fan-tastic Advice

Story and Photos by Mike Drew

At the last PCNC meeting, Forest Goodhart raised a small but significant point when discussing Pantera overheating issues. Many, many people have replaced the pathetic stock radiator fans with the infinitely better ones sold by Hall Pantera under the Meriah name (which has the most obscure background possible—it's a tribute to a long-forgotten song called *They Call The Wind Mariah*, and they accidentally misspelled Mariah to boot).

These Meriah (sic) fans are truly fantastic, but they do have a hidden Achilles heel if they aren't installed correctly. Oddly, the fan motors themselves are wired backwards; that is, the red wire must be attached to ground and the black wire to 12V, or else they will turn the wrong direction and suck forwards instead of blowing back through the radiator. But once that problem is identified and accounted for, there is a much more subtle issue lurking—the fan blades themselves.

The blades (but not the motors)



Meriah (sic) fans by Hall Pantera are terrific, but only if they are installed correctly, which not everybody manages to do

are made by Flex-A-Lite, one of the largest producers of fans for a variety of applications and industries. They are slid over the fan motor shaft, which has

a flat machined into it, and secured with a setscrew. Molded into the center of the fan blade is a directional arrow. The fan has a specific orientation and is designed to operate in one direction only. Yes, it will move air if it is installed backwards, but at a much reduced level.

Forest was working on Markus Woehler's Pantera and trying to isolate a persistent low-speed overheating issue. It occurred to him to examine the Hall fans, and lo and behold, the blades had both been installed backwards on the motors. Simply removing them and flipping them made a small but noticeable difference.

Upon learning this, I took a peek at Lori's Pantera, which had provided no shortage of opportunities to diagnose and troubleshoot overheating problems. Along the way, her car had experienced several fan motor swaps from my collection of spares. Much to my surprise, I discovered that one of the two fans now installed on her car had the blade installed backwards.

It was a matter of a moment to pull the fan from the car, remove the blade and turn it around. The motor in



Flex-A-Lite makes it easy to not screw it up by molding an arrow into the face of the fan. But that doesn't stop people like me from still screwing it up....

question hadn't yet been modified with an indentation on the flat portion of the shaft, so I took the opportunity to do this at the same time. The shaft is held in a vice, and a centering punch is used to make a small indentation, which is then further enlarged with an appropriately sized drill. This gives the setscrew in the fan blade something to really grab ahold of, and prevents the fan blade from 'walking' off the end of the shaft and smashing into the radiator when subjected to high-speed airflow.

There is an easy way to tell if your fan blades are installed correctly. There is a notch molded into the center of the fan hub, which allows access to the

Allen setscrew. That notch should face away from the fan motor, and towards the radiator. If yours is oriented the other way, take a few minutes to remove the blades and reinstall them the proper way, and perhaps also add the indentation on the fan motor shaft if it isn't already there.

Thanks to Forest for highlighting this small but important detail!



There is a notch molded into the fan blade hub that allows access to the setscrew. This notch should face the front of the radiator

The No-Splash Solution

Story and Photos by Mike Drew

For years I've quietly been advocating replacement of the standard radiator drain petcock with one that has a 90-degree hose barb fitting. Chuck Engles reached out to me the other day looking for specifics.

The beauty of this thing is that when you orient it so that the barb faces towards the passenger side of the car, you can then install a length of hose which will quietly rest atop the crossmember supporting the radiator, where it will be undisturbed by airflow. When the time comes to drain the radiator, instead of splashing all over the place as a conventional petcock does, this one allows the user to gently lift the end of the hose and position it into a bucket, enabling



This is the valve I originally used



Looking down at the back side of the radiator, the orientation of the petcock and hose is apparent. The hose is long enough to reach into a drain bucket

the entire contents of the radiator to be decanted without spilling a drop.

The device is called a Bib Drain Cock, with 1/4" male pipe threads and a bib for 3/8" hose. I found mine on Amazon, made by Parker Hannifin, with the part number DC607-4. When I bought mine last year, it was just \$11, but now it's gone up to a whopping \$23!

Thankfully, Amazon is smart enough to recognize a ripoff and suggest alternatives. The Edelmann 308400 Brass Drain Cock is nominally the same, but with a superior design because the hose bib is flared to help secure the hose. It is considerably cheaper, costing \$14. For obvious reasons I would advocate getting that one instead.

Buy one and throw it into the back



This lower-priced valve boasts a lower price and superior design

of your toolbox. Then make the next time you drain your radiator conventionally the *last* time you drain your radiator conventionally!

What's Wrong With This Picture?

Story by Mike Drew

Photos by Phil Graham and Mike Drew

As most people know, I've got a bit of a reputation for rebuilding Pantera steering racks. I have lost count of how many I've done over the years, but it has to be nudging 200 now. Recently I had the opportunity to work on Phil Graham's rack. He had sent me a photo of the rack installed in his car, and indicated that something didn't quite appear right to him.

Something indeed! Apparently, when the car was still relatively new, before he owned it, it suffered some sort of insult. Whether it was a crash with another



Prior to removing his steering rack for me to rebuild, Phil Graham sent this photo and asked if this was normal. I can assure you it is not!



Once removed from the car, the nature of the part's deformation became more apparent

car, or a violent encounter with a curb, we will never really know (he did report finding some evidence of accident damage on one front fender however). Whatever it was, it was clearly violent, because the pinion shaft, which connects the steering linkage to the pinion in the steering rack, was visibly twisted!

Phil had been driving the car like this for decades, with no notable effect. However,

one has to wonder how much (if any) the part was compromised by the stress it had experienced. Fortunately, De Tomaso engineers chose the appropriate material for the application, which prevented the steering system from becoming completely disconnected.

When selecting materials to be used for a specific application, engineers consider both stress and strain. Stress is described as an external force that is brought to bear against an object, while strain describes how that object reacts to that stress. Terms such as 'brittle' and 'ductile' are used to describe the general characteristics of a material.

In general, brittle materials are stronger than their ductile counterparts, but when they yield, they do so violently and completely. By way of contrast, ductile materials will start to yield much sooner, but will deform considerably before they finally let go. Such deformation is either elastic (that is, the object deforms and then returns to its original shape when the stress is removed) or plastic (the object deforms and stays deformed).

In the case of this particular part, it was clearly subject to stress, likely a single, violent impact. One could imagine the driver grasping the wheel (which offers a certain amount of mechanical advantage) with unbelievable amounts of adrenaline coursing through his veins as the front wheel either impacts, or is impacted by something, causing it to suddenly turn and transmit force through the steering rack. With the driver holding on like King Kong and the rack being forcibly moved by the impact, something has to give, and in this case it was this shaft (although I would have expected the tie rod to be the weak link in the system?)

It is a testament to the strength of the part that it deformed so obviously, and then presumably retained a substantial percentage of its strength afterwards, sufficient to allow the car to be driven for decades more without incident. Although it's possible this condition could continue to have been ignored safely, prudence dictated that Phil hunt around and buy a replacement. (I had one in my parts stash but gave it up long ago to Nancy Haney, where it was



This Extreme Close-Up view clearly shows the deformation of the part. The splines are clearly deformed; what's remarkable is that there is a crisp line where the U-joint was clamping onto the part. That portion rotated in such a manner that the splines are misaligned by three full splines, which suggests that the outer portion of the part completely separated while the inside portion remained connected, but twisted. Had this been a more brittle material, it would have snapped completely. One can only guess from the picture how much of the part remains connected, and how much is separated with a crevice in between....

sacrificed in pursuit of a power steering conversion).

This is not the only instance of plastic deformation I've seen on a Pantera. I once worked on a car whose front lower A-arm mounts were both bent into a Z shape; the car had obviously hit a curb at speed which deflected them. The result was that the lower front A-arm shifted aft almost a full inch, but did not separate from the car. The current owner had no knowledge of the situation but did report that his car pulled in one direction consistently. Once the problem was discovered, the judicious application of heat, combined with a bit of percussive engineering (done by somebody else, not me!) returned the brackets to their original orientation, apparently none the

worse for wear after decades of having an unusual shape. One has to wonder about shops that repair cars that suffer visible damage, yet manage to overlook such obvious problems?

It behooves everyone to spend a little while on a 'creeper tour', rolling around underneath the car while it's up on jackstands, looking for these types of situation. Although in the two instances mentioned there were no catastrophic results before the problems were found and rectified, one can never be too sure about such things, and the last thing you want is to go sailing off a cliff with your steering wheel merrily spinning freely in your hands because you didn't notice damage which occurred on somebody else's watch, long ago in the past....

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, November 30th, 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)

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

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH