



news

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PRESIDENT

Steve Liebenow
(408) 313-7106
Steven.Liebenow@att.net

VICE PRESIDENT

Mark Bailey
(669) 333-2544
MarkPantera73@gmail.com

SECRETARY

Mike Drew
(707) 628-3317
MikeLDrew@aol.com

TREASURER

Larry Finch
(559) 281-3497
FresnoFinches@aol.com

CLUB STORE

Irene Smith
(209) 419-1366
IGSmith50@icloud.com

LIBRARIAN

Forest Goodhart
(831) 724-3763
ForestG@att.net

**MEMBERSHIP
COORDINATOR**

Brent Stewart
(408) 768-0649
Brent.Stewart@yahoo.com

**EVENTS
COORDINATOR**

Help wanted here!

**MOTORSPORTS
COORDINATOR**

Bob Benson
(408) 209-7677
Bob@RCBensonSons.com

RAFFLE CHAIRMAN

Lori Drew
CLoriDrew@gmail.com
(707) 208-6032

WEBMASTER

Garth Rodericks
(408) 655-0202
Garth_Rodericks@yahoo.com

Minutes of Meeting 28 March, 2024

The meeting was called to order by the president at 7:36 p.m., after the obligatory fumbling with the Zoom hardware (which ultimately proved successful). There were 20 people in the room with another five attending virtually. There were no Panteras in the parking lot.

New Members/Guests: We were pleased to welcome **Erling and Lone Ellbo Nielsen**, who were visiting us from their home in Hedenhusne, Denmark! They own a red 1973 Pantera, and had traveled to the USA for a road trip starting in Seattle and ending in Houston to see the eclipse, with stops to see fellow Pantera owners at various points enroute. Veterans of Charlie McCall's legendary Le Mans Classic tours, they had previously met several PCNC members in France, and had chosen to visit Mike and Lori Drew as they passed through California.

Changes To Last Month's Minutes: Garth Rodericks should have been listed as the PCNC webmaster (although the new website isn't quite ready for prime time yet). Also, we are still looking for somebody to volunteer to serve as Events Coordinator.

The proposed date for the Hagerty Insurance guest speaker should have been April 25th, not 28th (although it has since been pushed to May). And there was some question as to the proper spelling of Diane Silven's first name (turns out it only has one 'n').

Club Membership Report: Brent checked in via Zoom and said he had nothing new to report.

Club Store Report: Although PCNC has already sent a get-well card to Irene Smith, it was agreed that we would follow up with a plant or flowers of some type.

Club Treasury Report: Our treasury remains healthy and stable. Our two \$500 charity donation checks have both been cashed, and we received our quarterly member rebates from POCA.

Club Website Report: Lots of progress continues to be made. Garth issued a report to the board members in which he revealed that the new website is live, but it is currently hosted on a free Weebly sub-domain, which comes with numerous limitations. The site is in its infancy and additional content will be added over time. The free site has numerous limitations including limited storage space, no custom domain names allowed, and no options for payment processing from the club store.

The current web address for the nascent site is <https://thepcnc.weebly.com/>

Garth recommended that we purchase the 'professional' subscription to the Weebly platform for \$144 per year. However, for the time being he also thinks we should hang on to our existing website which is hosted by Google for \$432 per year, as our membership database and E-blast email program are hosted there. Eventually this functionality may be migrated to the new website, but it's not yet available and he doesn't want to disrupt membership communications or workflow.

There are numerous widgets that can be purchased for nominal fees that would greatly expand the capabilities of the website, to include a fully capable online store.

There was also discussion in the room about a possible name for the new website domain. We couldn't use our existing www.panteraclubnorcal.com name because the old site is currently using it. Although there were some proposals for unusual suffixes instead of .com, such as .cars, most people felt that using anything nontraditional (that is, anything besides .com, .net or .org) might make it very difficult for people to find the website.

Club Motorsports Report: Several club members planned to attend the upcoming Checkered Flag Racing Association track event at Laguna Seca on April 1st (although sadly none planned to drive their Panteras). Peter Kovacs and Bob Benson attended the CFRA 30th anniversary banquet at the Blackhawk museum. CFRA was founded in 1994 by Ed Kornegay, Pete Beckam, Charlie Puckett and Erik Belter, who were all PCNC members wanting to create an organization to enable them to drive their Panteras on the track.

Also, the spurious lawsuit against Laguna Seca, filed by a malcontent crackpot, was summarily dismissed, much to the relief of just about everybody in Monterey (the track is the single largest contributor to the local economy) as well as anybody who drives there or spectates at racing events.

Club Library Report: There has been no change to the library contents. The club has piles and piles of books, magazines, and newsletters available to check out. Contact Forest Goodhart for more information.

Past Events:

Breakfast Club Rally Pre-Stage/Vintage Race: Ron Southern revealed that the folks at BCR have started hosting cars and coffee-type events each month, as well as their traditional rallies. The second iteration met at the Marin Civic Center, followed by a short drive to Sears Point where all participants were offered free admission to the Classic Sports Racing Group vintage races. Several PCNC members attended, including Ron, with some driving their Panteras and others choosing other suitable mounts.

Special 50th Birthday Party: Brett Santos and Patty Alveralo have birthdays only days apart, and they celebrated with a party at Patty's family home in Modesto. Several PCNC members from the Modesto area attended. Not one to let such a special occasion go by without plenty of celebration, Brett has scheduled a Reno vacation on the weekend of 27-28 April and there will be a second party for them up there with the Reno-Taho Pantera club!

Upcoming Events:

PanteraPalooza — 18 May: Following in the mold of the original Newporter Concours, which started out as a Pantera-only show in Orange County and blossomed into the premier post-war sports car concours in the nation (for all marques), the Orange County Panteras club has chosen to revisit the idea, starting off small with a Pantera-only car show. It has since grown to also feature other Ford-powered sports cars. Flyers have appeared in both the POCA and PCNC newsletter for some months now; at least one PCNC member has made plans to attend.

Central Coast Tour — Fall TBD: The long-discussed informal gathering of California Pantera clubs has so far failed to fully gel; the original proposed timeframe was sometime in the spring (i.e. now), but it's been decided to push the date out to the fall, likely in October, to give the organizers more time to, well, organize.

Also, we need organizers! Mark Bailey has so far done a great job making preliminary inquiries, but he can't do it all alone.

PCNC Christmas Party — 7 December: The party is scheduled for the same place as before, this time on the 7th of December.

New Mexico Rally — Spring TBD: A professional event planner who lives in New Mexico and owns a Pantera is making noises about hosting a POCA Fun Rally-type event, except it wouldn't be a POCA event. The details are still quite sketchy but it might even incorporate a track day at the Sandia Speedway in Albuquerque. More details will likely emerge at the end of this year.

Buy/Sell/Swap: There were no new items offered up for sale.

News, Clues and Rumors:

Mark Is Haulin': Mark Bailey decided he wanted to stop trailering his Pantera to the racetrack behind his woeful miniature SUV (whose front wheels practically leave the ground when the trailer is hooked up), so he went big and bought himself a genuine NASCAR race car

hauler! The big-rig-based hauler was used to haul two race cars, plus a host of spares, but is capable of hauling four cars. It is located on the east coast, and he is currently exploring options to get it home, including hiring a driver to drive it for him, or flying out and driving it himself (a job he does not relish in the slightest!).

Once here, it will be legally registered as a motor home.



Raffle Report: Lori and Brett passed the hat with the following results:

Bottle of wine — Dennis Valdez, Steve Dalcino
1/4 inch drive socket set — Keith Bredlau
Security lights — Steve Liebenow
De Tomaso logo gym bag — Forest Goodhart
De Tomaso calendar — Steve Liebenow
LED work light — Garth Rodericks
Elvis Pantera model — Brett Santos
Kopr-Shield — Mark Bailey

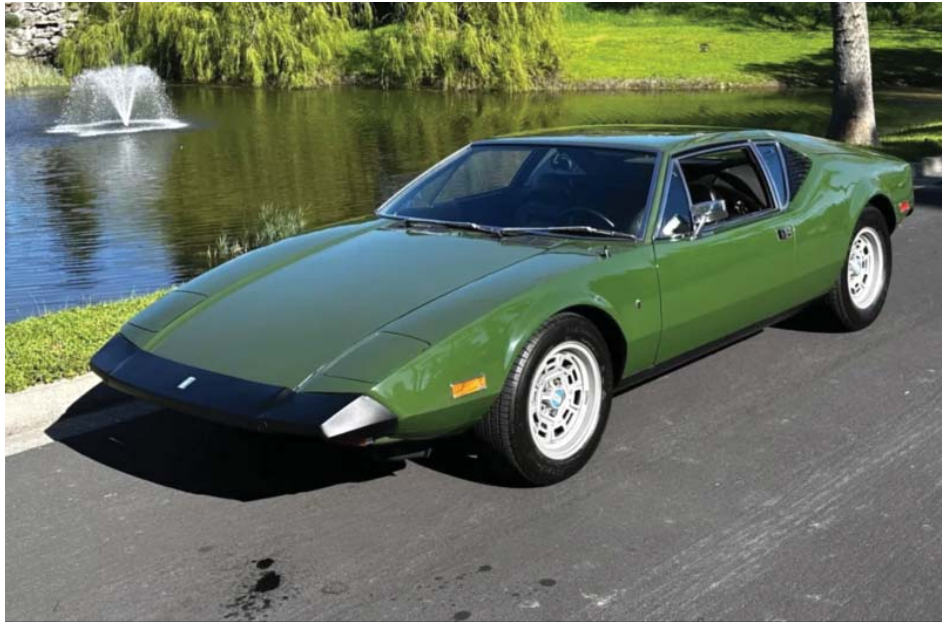
The meeting adjourned to the parking lot at 8:45 p.m.



Membership News

New Members for April:

We are pleased to welcome **Mike Fontes** to the club. Mike recently bought a very original green 1973 Pantera L #5017 on Bring A Trailer. The car was owned by PCNC member Greg Heibert and was sold on his behalf by a dealer. The car was originally sold in Hayward at the Lincoln-Mercury dealership. Mike was raised in Hayward and remembers visiting the dealership and looking at the Panteras there as a child!



Mike was introduced to the Pantera by his uncle, who was a racer. After he served in Vietnam he came home and bought a yellow '73 Pantera. That planted the seed for Mike! He's been looking for a good car for a long time and was happy when this car came available so close to home. Mike is an avid car guy, with a 21-acre spread in Castro Valley and a new 70 x 30 foot workshop, so he has plenty of room for this Pantera and more! He's already agreed to host a PCNC gathering in the future.

April Membership Anniversaries:

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

Mike and Lori Drew: 35 years

Tom Padula and Autumn Cardone: 29 years

Timmy and Tess Rodriguez: 8 years

Hiroshi and Yoko Miyata: 5 years

Lee Scales: 34 years

Perry and Brigit Strongin: 24 years

Andrew and Michele Duafala: 5 years

Thomas Price: 2 years

Sadly, after many years of Capitol Panteras membership, and one year with PCNC, **Dennis Gacutan** has chosen not to renew his membership.

Racing on April Fool's Day

Story and Photos by Lee Scales

Beautiful Monterey springtime weather greeted several PCNC members as they participated in the Checkered Flag Racing Association (CFRA) open track day at Weathertech Raceway Laguna Seca. This day was special because the event organizers were able to get a special exemption from the track's normal 92db noise limit, and cars would be able to run up to 105db, making it a very Pantera-friendly environment.

The event was held on April Fool's Day, and gave the opportunity for the members to drive their non-Pantera cars on the 2.238 mile-long track. Longtime member Bob Benson entered his GT-1 Trans Am car, Brent Stewart brought his recently acquired race-prepared 1965 Mustang, Rich Boschert followed in his Mazda-powered Diasio 962R sports racer and Mark Bailey rounded out the group with his Coyote-powered Mustang. After attending the mandatory drivers meeting, the participants were given the chance to compete in four 20-minute run groups throughout the day and ending with two full-on race groups in the afternoon.



Brent Stewart's 1965 Mustang is nominally street-legal, but it has been configured to serve almost exclusively as a track car. After some initial teething troubles it has proven to be fast, reliable and rewarding to drive



Rich Boschert's Diasio 962R is bursting with soon-to-be-fulfilled potential



The members of PCNC gathered their cars together for a hero shot as the day's festivities got underway

“CFRA is a private club that was started by a group of Pantera owners many years ago, and they really know how to host a track event” said Brent Stewart, driver of the ‘65 Mustang. “Safety is their number one priority, and that gives us the confidence to drive on the track with other CFRA members.”

“With only 20 cars per run group, this event was one of the nicest run days we’ve had here” the verbose Stewart continued. “We’re definitely looking forward to several more events this year.”

Rich has owned his Diaso for several years but is just now starting to bring it out. As anybody who has ever purchased a 'race-ready' race car knows, they are *never* ready to race, and this one was no exception. He discovered an ignition miss in the turbocharged Mazda engine caused by the ignition coils being too close to one another, but he also discovered a far more serious condition.

His first trip on the track saw him getting his feet tangled up in the too-close pedals, and entering turn 2 (the fastest turn on the course), when he mashed down on the brake pedal, he mashed down on the gas pedal at



Mark Bailey's Coyote-powered Mustang is nearly fully sorted, but its track days may be numbered as a Corvette-powered BMW race car is in the works!



Bob Benson has been struggling to fix his 'race-ready' car for several years also, but it appears he has all the bugs worked out, and is now working on his race licence



At the end of the day, the friendship and camaraderie is really what it's all about

the same time. Heavier braking generated heavier acceleration too, resulting in a gentle spin at Turn 2 and a talk with the event officials. Together they decided discretion was the better part of valor, and Rich retired for the day, but remained at the track to cheer on his friends.

Bob Benson was working on getting his official racing license with CFRA, with the anticipation of running in the “Race” group next year. When asked about how his car was running, Bob said, “Yeah, it’s fast.”

In all, it was an enjoyable day for the PCNC members with all drivers and cars returning home safely and undamaged. Maybe next time we can get them to take their Panteras out!

The Calm Before The Boom! Rewiring The Brake Light Switch

Story and Photos by Steve Liebenow

As a follow-up of my writeup of my taillight with “electrons behaving badly” I found myself unhappy with our car’s brake light performance. Not in the exhibition of light via the tail lights, but rather the idea of switching on the light properly in order to keep people off of my newly tuned-up tail lights!

Pantera brake lights, as well as those on the Mangusta, are operated by a hydraulic switch mounted in the “frunk” (front trunk). In the Pantera it’s located under the master cylinder, and in a Mangusta, it’s really hidden underneath the floor panel in the front luggage compartment, on top of the front chassis spine member.

These switches go bad, and even when new, may not be performing at top levels. At the 2023 POCA Fun Rally, I had asked one of the members who had been following if he had noticed my brake lamps coming on during the drive. He said that he couldn’t recall, because he was too busy driving and trying not to bump into me! Hmm!

I like to drive ready to stop, because other drivers just cause you to do this more often than you’d really care to do (without proper driver’s education



This image shows the new mechanical brake switch and the mounting bracket I formed out of aluminum

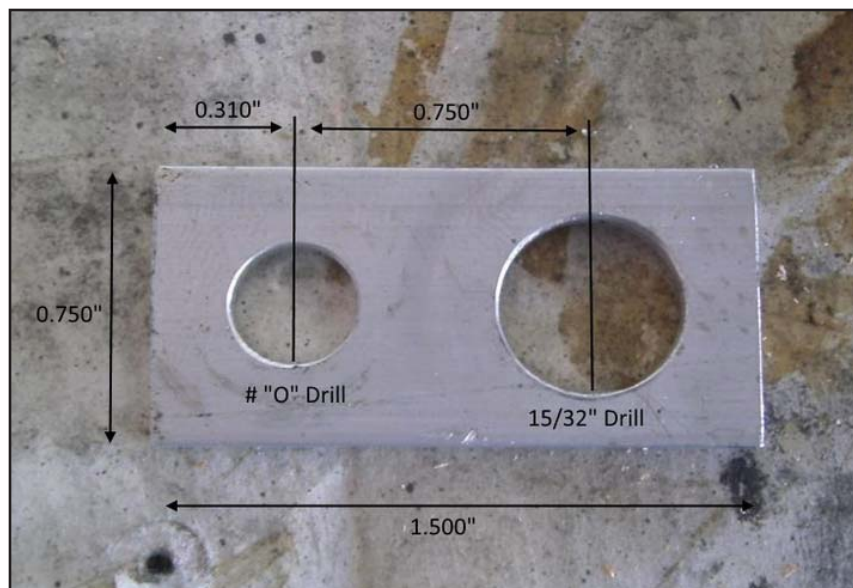
classes in effect any longer, what would one expect!?) If I depress the brake pedal just to get ready to slow/stop, I want my brake lights to come on to give the guy behind me some time to react also. I don’t want to rely on their depth perception performance (or mine???) to keep them from rearranging the back

of my car!

I found an entry on the Pantera International forum that detailed the operation of replacing the stock hydraulic switch in whole with a regular mechanical brake lamp switch sourced from some other foreign-type car. The stout switch in question was made in Italy(!) and is widely available from NAPA and others. With a simple hand-made custom mounting bracket the new switch and bracket attach to the brake pedal stop bracket up underneath the dash.

The two wires connected to the frunk-mounted switch will need to be pulled back into the cabin, or extended back into the cabin to connect to the new switch. The original author and myself both opted to do the pull back wire method, which was not without it’s frustrations I must say.

The post topic on the PI website is titled: “Brake Light Switch Retrofit” by TSOLO on 6/12/16 for reference. I obtained permission to use this article as a basis for my effort, which includes some enhancements, but not many! He did a very nice write up!



This carefully machined bracket served as the model for my home-made copy

The new switch is a NAPASL322, which costs about \$23.

You get to fabricate the mounting bracket yourself; the photo shows the relative locations of the respective holes. Note that in the image, the hole dimension on the left marked "O" is a machinist's drill size (0.316" or 7.67mm) which most will not have in their collection. Make this hole using a 21/64" drill bit—your Harbor Freight drill bit set will have this size in it! (It measures .328" or about 8.3mm). One size larger at 11/32" will also work. (The actual proper hole size is 8mm, but few of us have metric drill bits at our disposal).

I made my bracket from some 1/8" thick aluminum sheet that I had handy. If you use steel you could likely get by with some 1/16" thick material also. The hole locations don't need to be super-duper accurate to the thousandth of an inch.

This next picture shows how ev-



With the front of the car to the left, this shows the mechanical brake light switch, and the two small-diameter wires that need to be pulled from the front trunk to connect to the new switch under the dash



This image shows how the new switch and mounting bracket are attached to the factory brake pedal stop. The front of the car would be to the right here

erything stacks up on the brake pedal stop bracket. Depending on where your pedal stop is adjusted to, you may need to add more spacers to the mix here (if your pedal arm is too close to the switch) or simply leave the factory nut in place, slip the new bracket over the pedal stop stud, and affix with a lock washer and a second metric nut. If the pedal is too far away from the switch, the switch can be adjusted by loosening the brass locking nuts and turning the switch to extend more towards the pedal arm. In an extreme case where the pedal is too low, you may need to put the new mounting bracket on the other side of the brake pedal stop stud and secure it there.

I was able to simply loosen the factory nut, remove it, slip the bracket on, reinstall the lock washer and nut, tighten, and it was fine. Adjusting the switch all the way out is where mine

ended up. Your mileage may vary a little bit. *Just don't let your new switch become the pedal stop!*

With the switch mounted, you are ready to start with the wire pull back step should you decide to go this route. (If you don't pull the wires back, you will need to extend the two brake switch wires back into the passenger cabin to this area for connection to the switch). Simply unplug the wires from the old hydraulic switch and pull them through the back of the front trunk into the cabin, and re-route them to the new switch.

NOTE: Before you start disconnecting wires from anything, take good pictures of all relevant components and connections! You can also mark wires with tape and ink. You never know when a project like this could get interrupted and finally completed! Will your memory last that long? Be safe, because your pictures can always be deleted later when they are no longer needed.

If you follow these two switch wires back to the insulating sleeve which passes through the firewall, there is a wiring quagmire that you will encounter with a 1974 version with the starter interlock module, an item that wants your seat belts fastened, your doors closed, and your hair perfect before you can start your car! There was an override button mounted in the left front

corner of the frunk which allowed users to bypass (once) the interlock box by pressing a button.

The extra larger-diameter red wires are *only* found in cars with the safety interlock module, which started to appear in the fall of 1973. That is a yellow plastic box found under the dash. I do not know where/how these extra two/three wires were routed back into the passenger compartment as the override button was removed and its wires were already wrapped up for storage. I apologize that I did not get a proper picture of these two wires connected to the override button for the module from another 1974 car.

So if you are working on anything but a 1974 car, you likely will not have any confusion factor as there are no extra red wires to mix up. (One can only hope, right?)

In preparation for pulling the red wires back, I carefully pierced the insulation material with a scratch awl so that I could spray WD40 into the wiring bundle (silicone lubricant would have worked better) in an effort to convince the wiring to not stick together. Spray into the harness here using the little red

nozzle extension, go both directions, up and down stream... and massage the wire harness a bit to loosen things up!

Now, under the dash, you will need to carefully cut an access hole into the insulation sleeve material to gain access to the brake lamp wires. Note in the picture where the wiring harness comes down from the hole in the frunk wall, down alongside the pedals (I wouldn't have done it this way if I was building the car!) and off to the back side of the dashboard. You can also see in the pic, the mounting bracket (pedal stop) where your switch may already be mounted...or will mount.

At this point you can also use the lubricating spray back up into the wire bundle from this access hole that you cut in the insulation. Massage gently to convince the wires to come loose.

There is one solid red wire and one



I used an awl to pierce the plastic wire bundle insulation, to give access for a WD40 spray nozzle

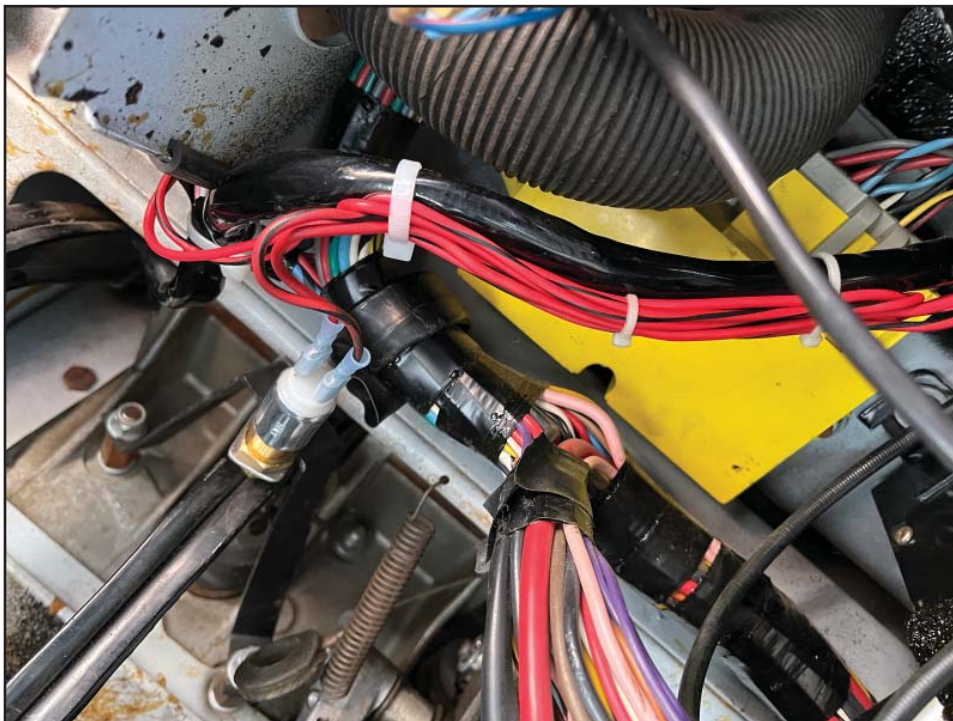
red with black stripe wire for the brake light switch that will need to be pulled back. Do not confuse these two red and red/blk wires with the larger-diameter ones that connected originally to the frunk-mounted override button for the yellow interlock box on 1974 Panteras. Leave it to DeTomaso to reuse the same wire colors in such close proximity to each other!

Hopefully you will be able to discern the slight differences between the two pairs of wires in question. It was difficult for me in this case, but after staring at them for a while it became clear which I wanted to take a chance on first!

Worst case, a simple pin pierce through the wire insulation and a volt meter set on resistance will help you find the proper wires. It seems like the two pairs of wires were laid in the harness separately when being built and therefore are sort of together yet apart from each other, with other wires mixed in between.

Out in the frunk area, you will need to cut off the female spade connectors from the red/black and red wires that were connected to the original hydraulic brake lamp switch.

Gently pull on the two brake light wires one at a time via the access hole that was



Looking straight up from the floor of the car at the top of the pedals, the two brake light switch wires blend in with the other red wires which were used for the interlock box override pushbutton on the 1974 cars. Be sure you are choosing the correct wires to manipulate

cut in the wire sleeve insulation. Wiggle and bend the sleeve insulation to get the wires to pop apart from their neighbors in the bundle. Time may have caused them to become somewhat attached to their neighbors. You may need to use a pair of needlenose pliers under the two wires, with one of them at a time to start, to help you pull. A toothless needle nose worked well on one of the wires, if things are too slippery, but pull gently such that you do not rip the wire insulation! Eventually you should feel the wire give a bit. From there you keep pulling, adding more lubricating spray to the hole in the frunk insulation points, massaging, and keep pulling. Even blowing some compressed air up and down the sleeve insulation wouldn't be a bad idea at this point. Eventually all the spray will have done its job and the wire will begin to come out easily.

Once you get the first wire out, the second one should follow very easily. I

pulled all the wire back and bundled it back up against the wire harness as you can see here, restrained with tie-wraps. You also could simply cut off the excess as needed and crimp on new female spade ends if not concerned with storing extra wire under the dash.

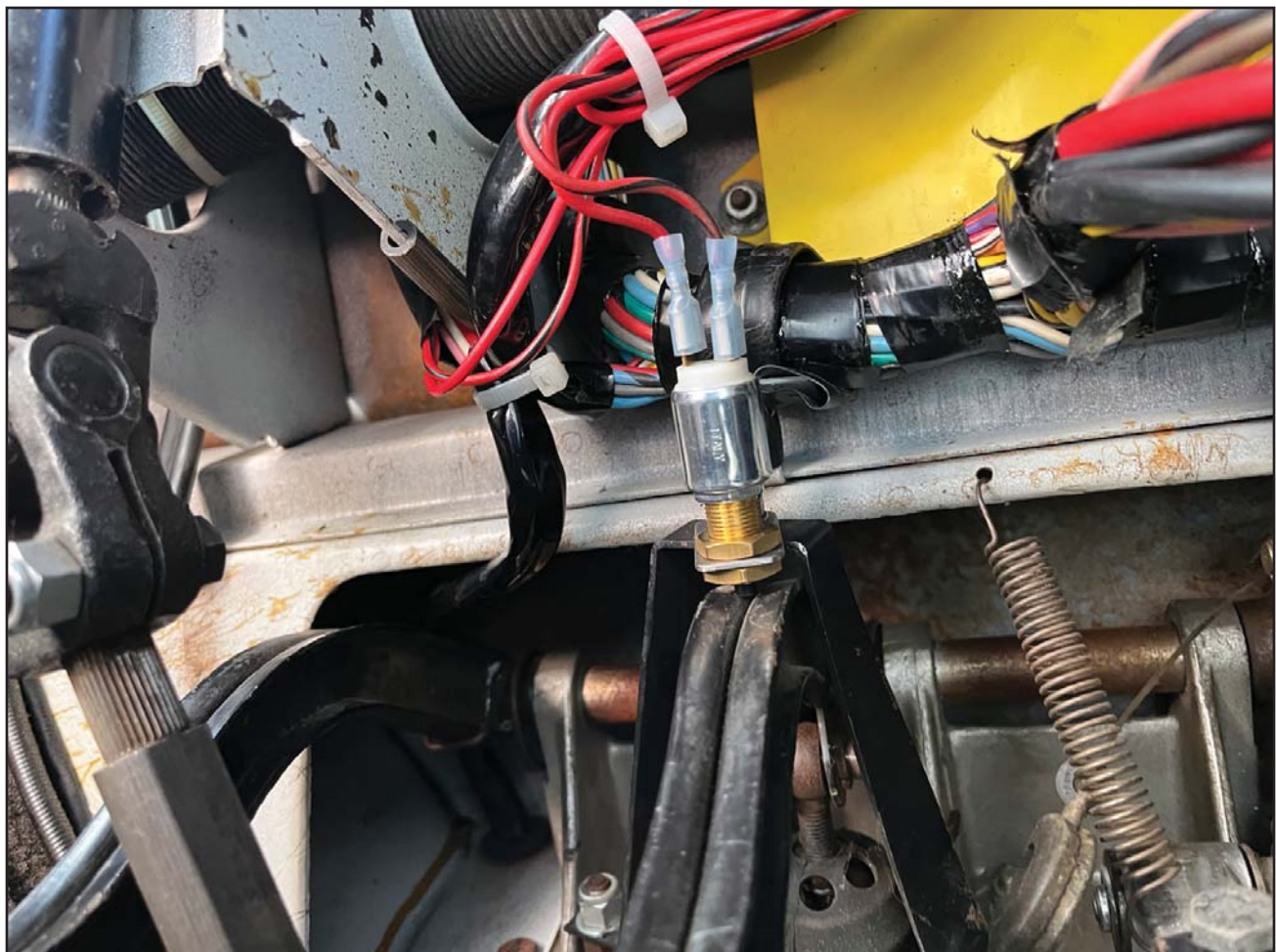
You can also see where I crimped two new female ends on the wires and have plugged them onto the new brake lamp switch. Note that this switch remains stationary so that there is no concern about wires work hardening and breaking. (Ford Automobiles can have this problem with their "floating" brake switches attached directly to the brake pedal arm on higher mileage cars. Constant flexing can eventually sever a wire!)

One other thing to note in the pictures: The wiring passes by a factory support brace for the dash. That folded-over edge on the bottom is very sharp, so to prevent any chafing dam-

age if the wiring were to rub against it, I added a short (2-3") piece of rubber vacuum line in which I cut a slit down the length of hose to allow me to pop it onto this edge.

At this point, you should be functioning with a new and improved mechanical brake lamp switch. Be sure to reconnect any wiring that you disconnected up in the frunk as well.

Although installing this new switch requires a bit of work, the results are worth it, I think. The switch is now infinitely adjustable, and relies on brake pedal movement rather than brake hydraulic pressure to actuate the brake lights. When the stock switch fails, replacing it requires compromising the hydraulic circuit, requiring the brakes to be flushed and bled afterwards, whereas this mechanical switch can be easily accessed and replaced in the future should it ever fail. I'm glad I invested the effort to switch my switch!



A sliced rubber hose is used to help protect the wires passing under a structural member from chafing on the exposed sharp metal edge

Sunday Fun Day!

Story by Mike Drew

Photos by Steve Liebenow, Brent Stewart and Mike Drew

There is no question that California was once arguably the greatest state in the nation, but has since fallen into seemingly inexorable decline. From high crime, to outrageous taxes, to malicious bureaucracy, to an oppressive, authoritarian government, to ridiculous taxes, to insane housing costs, to hordes of illegal aliens washing over the landscape, and a deeply broken educational system, the litany of legitimate complaints is virtually endless, and all provide ample justification for the hundreds of thousands of people who have chosen to flee the place that some argue is devolving into virtual anarchy.

And yet.

And yet, there is still much to admire about living here. The varied topography can't be beat, nor can the weather, which affords people like us who are immersed in the car culture lifestyle the opportunities to do things year-round that people in the so-called 'free states' simply can't



Lee Scales's beautiful Pantera L never fails to turn heads wherever it goes, especially when it's parked on reflective pavement



Brent Stewart's Jeep 4x4 pickup truck is extremely capable in a 1950s sort of way, with an added dose of 1960s horsepower. It's really magnetic and draws lots of positive attention

enjoy most of the year (or ever).

Nowhere was this more evident than this past Sunday. It all started out simply enough—longtime PCNC member Larry Larsen has developed ZF transaxle issues on one of his two Panteras, which he has owned on two separate occasions for a combined total of many years. In the days of his youth, he did things like repaint it himself in his garage (numerous times, in various colors, with tremendous success each time), and he also drove it beyond the reaches of sanity, resulting in a blown-up transaxle. He had it repaired locally at

that time, but the subsequent years have taken their toll and recently the repairs failed. He's convinced it is profoundly broken, as evidenced by the huge pool of gearbox oil that collected under the car after he limped it home after it started making Expensive Noises.

He quietly let it be known that he would appreciate a little help in removing the gearbox so he can take it down to Lloyd Butfoy at RBT Trans for a thorough going-over. And so a modest plan began to take shape, where I would schlep my smaller-sized engine hoist (suitable for pulling gearboxes but too short to pull complete engine/gearbox combinations) down to his hillside home in Morgan Hill, and a few other local club members would stop by to help (or just hang out, which is just as valuable).

As it happens, there was already a substantial Cars and Coffee event scheduled in Morgan Hill on the Sunday morning, so it became a natural progression for those people to get up early, show their various cars (Panteras and otherwise), and then migrate up the hill to take part in the wrenching festivities.

Lee Scales dusted off his beautiful



Bob Benson's 1971 Pantera is a Cars and Coffee regular attendee

Pantera L, and parked it on watered-down pavement, resulting in a very charismatic reflection and attendant spectacular photographs, as one might expect from Lee!

Brent Stewart left his Pantera at home, and instead arrived driving his incredibly charismatic 1955 Willys 1-ton 4x4 pickup truck. It's almost completely

original, apart from the fact that the stock 226-cubic inch Super Hurricane 6-cylinder Continental engine was replaced with a built-up Ford 289 V-8. Surprisingly, the bolt patterns match so it bolted directly to the stock 3-speed gearbox and transfer case. Purchased on a whim during the Covid craziness, it has since proven to be both reliable and im-

mensely entertaining to drive (slowly).

At the other end of the spectrum, Bob Benson brought his bewinged, fire-snorting 1971 Pantera, which never fails to draw a crowd with its 180-degree exhaust system and resulting snarling exhaust note.

In keeping with the typical Cars and Coffee dictums, musclecars must be featured prominently and Rich Boschert didn't disappoint, driving his recently purchased 1970 Plymouth Barracuda convertible, with a 440 six-pack engine and four-speed transmission with pistol grip shifter. He says he



Rich Boschert's car collection includes this terrific 1970 440 'Cuda convertible

loves the car, but he really wanted a hardtop versus a convertible, so he will probably switch once he finds a car more suitable to his desires.

Meanwhile, I was rolling humble in Lori's Toyota 4x4 truck, loaded down with an engine hoist and an engine support bar apparatus. I bypassed the Cars and Coffee event to proceed directly to Larry's house.

Having never been in the area before, I was fascinated to get a ground-level look at the land I had flown over endless times on my way into and out of the San Jose airport. The flat floor of the Santa Clara Valley gave way to steeply rolling hills with their attendant beautiful roads, and soon I found myself traveling through a delightful older suburb of large properties and beautiful custom homes.

Larry went out of his way to warn us

that our GPS devices would bring us to the road adjacent to his property, at the bottom of a steep hill, and he provided turn-by-turn directions to ensure that we found our way to his driveway which enters his property from above. And so it was that I found myself 'turning

right at the Ferrari' (there was a Fiero-based Ferrari kit car lying dormant in a neighbor's driveway at the end of his easement), and wandering down a one-lane track to his home. I wound my way down around the side of his house, and together we started unloading and assembling the hoist.

It was at this point that we heard the unmistakable sound of lightly muffled V-8 engines. It soon became apparent that the Cars and Coffee crew had all studiously ignored the explicit directions, and their electronic devices had them wandering aimlessly on the road far below. I then hopped off the back of the driveway and proceeded to crash and tumble down the hillside, somehow managing to not kill myself in the process, passing great trees and drainages before emerging on the road and waving my arms.

After dusting myself off, followed by a brief discussion about the importance of paying attention to directions, I hopped in Brent's Jeep and we convoyed back up the hill and soon were all parked nose-to-tail on Larry's steeply turning driveway. Brent nervously deployed a chock to ensure his Jeep didn't decide



Forest Goodhart and Rich Boschert discussed the finer points of gearbox extraction as the hoist was now in place and we were just about ready to begin



Forest and Brent set to removing the bolts holding the transaxle side mounts to the rear part of the chassis

to regain the road below without anybody aboard!

Not long after, Steve Liebenow and Forest Goodhart (who can read directions) both appeared and parked at the top of the drive, with Forest driving his new Corvette that none of us knew he had purchased!

Frequently when such get-togethers take place, the host starts off pointing at a derelict car covered in boxes, and the participants spend lots of time getting the car ready to be worked on. In this regard, Larry was an absolute superstar. He went well out of his way to position his car in an appropriate spot,

on elevated ramps, and had spent several days preparing the car for its transaxle removal surgery. The driveshafts were disconnected, the starter was removed, the clutch slave cylinder was unbolted

and set out of the way (but still hydraulically connected), and the shift linkage was removed. This meant that there was virtually nothing left for any of us to do!



We were all distressed when we saw the state of Larry's input shaft. It's unknown if this was caused by running on a roller pilot bearing instead of a standard solid bearing



Thanks to Larry's meticulous and thoughtful preparation, the gearbox was out and being examined in no time flat!

were removed, and with a little judicious jacking, lifting and prying, the gearbox easily leapt free, revealing a spiffy looking Centerforce clutch underneath.

The front of the gearbox was examined, and there was a bit of tooth-sucking as the damaged snout of the input shaft was noted. Although it's possible to repair these things, it's unknown whether Lloyd Butfoy has that capability at hand, or if the solution will simply be to replace it (which, by the way, costs in the region of \$3000!).

We were expecting to find a huge hole in the gearbox case somewhere, and were somewhat surprised to see it seemed to be intact. Undoubtedly Butfoy will be able to thoroughly examine it and make the appropriate determinations as to what must be done to return it to as-new condition.

Years ago, a fellow living in the Sierra foothills, a retired Air Force navigator named Tad Berkobile, bought a beautiful Pantera that had been wrecked in the front, for the sole purpose of acquiring the transaxle and the rear suspension parts to adapt to a 1950s Ford pickup hot-rod project he had envisioned. He had crafted a

chassis with the intention of mounting the engine in the front of the bed, with the gearbox and suspension behind. This left the rest of the Pantera surplus to his cause, and he opened his home up to vultures like me who descended upon it and picked the carcass clean (in retrospect I should have purchased far more than I did, because he was selling parts at giveaway prices and I could have profited handsomely subsequently selling them on E-bay).

That fellow had already had the gearbox rebuilt by Butfoy, and he had welded up a beautiful shipping cradle, which bolted inside a plastic tub which was in turn bolted to a wooden pallet. He kindly gave it to me and it's been sitting in my backyard for years, waiting for an opportunity such as this.

After the bellhousing was removed from the gearbox it was gently laid into position inside the tub and then securely bolted to the internal steel cradle. Then the hoist was again to be brought into play as the gearbox, cradle and box were all to be lifted up into the back of Larry's truck. However, there was still the conga line of cars in the steep driveway to contend with.

One by one, drivers fired up their cars and backed up the narrow, steep driveway onto the road above, trying

not to sizzle their clutches in the process. It was too narrow to turn around on the road, so they each proceeded further up the way, to turn around in a neighbor's generous driveway and get pointed back towards the way out.

With the Cars and Coffee participants saying their good-byes and heading down the road, Larry backed his truck down and the rest of us wrestled the gearbox into the back and secured it with cargo straps.

The effort had been a great success, and it all went remarkably fast due to Larry's thoughtfulness in doing all the preparation work in advance, something none of us had really anticipated. He also laid on a spread of deli-



This very clever metal chassis was specifically formed to allow a ZF gearbox to be securely bolted into a shipping container. I've been waiting for years for a chance for somebody to use it!



The plastic tub is watertight, but not strong. The cradle bolts through the tub onto a wooden pallet, which provides tremendous stability and security for the long drive down to Orange County

icious *charcuterie*, and once the work was done those of us that remained behind dove in headfirst, stuffing our faces with salami, cheeses and fruits.

I caught wind of the fact that Brent Stewart was heading for Rich Boschert's new place, and I was eager to see it, so after saying my goodbyes once we were all finished up at Larry's house, I followed along. After a brief drive back north on the 101 and then onto the west side of the valley, I found myself on a beautiful meandering road, passing small wineries and farms and larger acreages, before arriving at the new spread.

Longtime members of the club might remember that Rich lived with his father on a very old-fashioned piece of land in the heart of the silicon valley, narrow and quite long, which had a small, humble house and a barn-like structure behind, along with a wide open shed which served as a workshop. One of Rich's buddies lived in an apartment above the former barn. All around, the

adjacent homes had been destroyed and replaced by McMansions, with the Boschert clan being the only remaining holdouts. With the sad passing of Rich's father last year, the property had to be sold and the proceeds shared among Rich's siblings. That left both he and his friend searching for a place to live.

His friend had recently married which added an element of complexity to the problem!

Fortunately, together the three of them were able to find the absolutely ideal property. Set on about three and a half acres alongside a babbling brook, with a beautiful pond, and steep forested hills behind, it had a 3500-square-foot house that was divided between the 2500-square-foot main house, and a 1000-square-foot in-law apartment, the latter of which would prove to be absolutely perfect for Rich.

But what really makes the property perfect is the huge, stick-and-frame 40x60 foot workshop!

This is no ordinary tin building, nor is it a simple garage. The former owner of the property was a contractor who spared no expense building his Garage Mahal. Rather than relying on



This beautiful workshop is not only spacious and well-lit, it's also remarkably cool during hot weather, and easy to heat during the winter

2x4 construction, the walls are made out of 2x8 timbers stood sideways, making the walls a full eight inches thick! Thoroughly insulated, the building stays remarkably cool without benefit of air conditioning (Rich said that on a 109-degree day, it was only 80 degrees inside, with the only radiant heat coming from the twin roll-up metal doors at either end of the building).

Boasting a full 660v electrical system (!), it's eminently capable of housing just about any type of machine or tool you could care to mention. Already a master welder and fabricator friend has deposited a host of sheetmetal brakes, folders, an English wheel and a bunch of different welders, enabling them to make virtually anything you could hope to have. A two-post lift is on order, and eventually the building will be air conditioned and heated for full year-round capability.

In the meantime, there is a nice shaded target range set up alongside, perfect for tinkering with air rifles.

Rich has ambitions of getting the shop finished off and then hosting PCNC tech sessions, reminiscent of those once hosted by the much-missed Roger Sharp at his home which was located only a few miles

up the road. He says, and I completely agree, that those fantastic parties were really the lifeblood of PCNC during the glory days when Roger (accompanied by Jim Kuehne) opened their doors and welcomed everybody, whether they had mechanical needs, or a desire to help others with such needs, or just wanted to hang out and relax in the company of friends.

As enjoyable as it was to relax in the gentle breezes blowing through Rich's new estate, eventually I had to return to the truck and head for home. As I found myself grinding up Hwy 101 at 30 miles per hours, I considered this as emblematic of the reasons that people flee the state. But in looking back at the wonderful day I had enjoyed, surrounded by friends in the most beautiful surroundings, having fun playing with toys of various types, I was once again reminded of all the wonderful benefits that each of us is fortunate enough to enjoy just because we happen to have chosen to live here, and also happened to choose to own one of the most ridiculous, preposterous and wonderful cars ever made.

It is the fellowship engendered by these cars that makes our life here so enjoyable, and we owe a debt of thanks not only to the people who are kind enough to invite us into their homes to work on their cars with them, but also all of those who will give up part or all of their day to help others in need, or just spend time in the company of like-minded people.

Life here is good!



Despite the plentiful space, things are already starting to get crowded and plans are afoot to build another garage for more car storage!

Monterey Motorsports Reunion

Tony Harvey Memorial Good Times Dinner

Friday, August 16, 2024

No-host happy hour 6:30 PM

Dinner 7:30 PM

Garden Terrace of the Los Laureles Lodge

313 West Carmel Valley Road

Carmel Valley, CA

Come help PCNC celebrate Automotive Overload with another fabulous get-together at Los Laureles Lodge. The Terrace lawn area will be filled to capacity with DeTomasos to admire (put your car on display by 6:00 PM). As in past years, there is a theme for the dinner, chosen by last year's attendees. The theme for this year's dinner is "Race Car Drivers." So, wear your best Herbert Muller/Hugh Kleinpeter garb. We'll have People's Choice award balloting for the cars on display, and for the most inspiring costumes.

This year's buffet dinner features fresh local green salad, grilled salmon, BBQ ribs, BBQ chicken, roasted potatoes, cornbread, apple cobbler with applejack brandy whipped cream, and fresh fruit. Come early and enjoy the hospitality room.

Lock in the dinner price of \$75.00/person by paying for your reservation before June 1, as the price may go up at that time.

RESERVATIONS ARE REQUIRED

Please make checks payable to Pantera Club of Northern California and send to:

PCNC Dinner
c/o Steve Dalcino
3374 Prairie Dr.
Pleasanton CA 94588

New PCNC Monthly Meeting Location!



Effective immediately, the monthly PCNC meetings will be held at the Black Bear Diner in Milpitas, by popular demand. Besides offering easier access for most members, it also has greater amenities, a better menu, and should prove more Pantera-friendly than our previous location. The meeting start time is unchanged.

The address is 174 W. Calaveras Blvd, Milpitas

We are looking forward to seeing more members there starting with the January meeting!



Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120



NEXT CLUB MEETING

**Thursday, April 25th, 2024
7:30 P.M.**

**BLACK BEAR DINER
174 W. Calaveras Blvd, Milpitas
*NEW MEETING LOCATION!***

UPCOMING CLUB EVENTS

18 May ----- PanteraPalooza Car Show (Glen Chancellor)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH