



news

A Chapter of POCA

www.PanteraClubNorCal.com

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Minutes of Meeting 29 August, 2024

The meeting was called to order a bit late at 7:40 p.m. due to some Zoom issues, and also Steve Liebenow's pancakes were delivered a bit late. All officers were present except for Mike and Lori Drew, Larry Finch, Brent Stewart, and Bob Benson. Mark Bailey substituted for the missing secretary. There were two Panteras in the parking lot, 18 members in the room and five more attending virtually via Zoom.

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

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

Club Store Report: Irene and Marcus were present and brought some club store items with them. She had reordered coffee mugs, along with long-sleeve denim shirts with our logo.

Club Treasury Report: Our current balance is lower than last month, as we slowly work towards spending down our balance to a level that is more reasonable.

Club Membership Report: There was no membership report this month.

Club Motorsports Report: Mark reported on the recent Checkered Flag Racing event at Laguna Seca, which was attended by several PCNC members. It was a triumphant affair for Mark, who drove his new double-stack enclosed car transporter with both his Coyote-powered Mustang, and Gary Kono LS7-powered BMW E36 dedicated track car. All three vehicles performed flawlessly!

Club Website Report: The migration of data from the old website to the new one is now complete. Garth just has to learn the new platform (Wordpress), and he plans to have that done and the new website released by next month.

Club Library Report: There have been no additions (or subtractions) from the library.

Sad Tidings: Former member Brian Gentry (who along with his wife Kathy owned two Panteras at one point) passed away fairly suddenly on August 12th.

Kathy and her former partner Hal Harter were very active members in the club until his unfortunate demise due to a sudden heart attack. She kept the Pantera, and later met Brian. Although he was not a 'car guy' in the strictest sense of the word, he was very much a people person and greatly enjoyed the friends he made in PCNC. They relocated to Paso Robles where they discovered a 'barn find' Pantera in a home they were considering purchasing; they got both the house and the car! The white car was sold, and the gold car was refurbished, before eventually being sold to fellow PCNC member Trevor Fougere. They later sold their ranch and moved to Grants Pass, Oregon. They maintained contact with some of the long-time PCNC members, who have remained friends for going on 40 years.

According to Diane Dean, Brian and Kathy were boating the day prior, and having a great time. That evening and through the night Brian reported feeling ill, and the next morning Kathy took him to the hospital, where he was stabilized. He was dehydrated and reportedly had fluid in his lungs. Kathy left to get something to eat, and received a phone call from the hospital telling her to return quickly. When she arrived the medical team had been doing chest compressions on Brian for about ten minutes; he was unresponsive. In accordance with his wishes, she told them they could stop, and he passed shortly thereafter.

While Brian had not been in ill health prior to this, he was showing signs of dementia, and had lost interest in doing things, preferring to simply sit quietly in solitude.

Kathy has announced no immediate plans, although because Brian enjoyed Halloween there might be a celebration of life in Oregon at the end of October. She asked for no postings on Facebook etc. but cards can be sent to Katheen Gentry, 969 Board Shalty Road, Grants Pass OR 97527.

Past Events:

Monterey Weekend: The Monterey weekend was once again a great success, although it continues to evolve and change. The Baja Cantina evening was interrupted by a very heavy-handed law enforcement raid of sorts. The managers of The Quail falsely claimed ownership of

all the public parking on the public streets surrounding the shopping center where Baja Cantina is located, and convinced the police to tow away cars that were *legally* parked! Needless to say this put a damper on what had until then been a very enjoyable event. The owners of the restaurant had previously prevailed in a lawsuit about this very issue against the county, so it's unclear how law enforcement didn't get that memo.

The PCNC dinner on Friday night was well-attended, and was immediately preceded by a cocktail reception for a new Pantera owner—Jim Farley, the CEO of the Ford Motor Company! He had a press event to attend so he was unable to stay for dinner, but after The Quail he came to Los Laureles and spent more than an hour circulating among the various Panteras on display, talking with the owners and learning about the cars (he bought his sight unseen on Bring A Trailer and will be taking delivery in late October). He ended with an impromptu briefing on the state of the auto industry today, giving us a great insight into how the sausage is made, and the political complexities involved that greatly interfere with the ambition of simply producing quality cars that the people want to buy.

While the Pantera attendance at Concorso Italiano had increased to 11 cars (four more were signed up but had to drop out due to *force majeure*), overall attendance was still fairly dismal. There was much discussion regarding the possible explanation for this, including instability caused by an ownership change mid-year, and another ownership change just two weeks (!) before the event, the shift in the calendar from Friday to Saturday, and the increased number of competing events.

The historic races were fantastic, although attendance was way down, and there were practically no vendors in place. Management of the track (and the event) was transferred from the County of Monterey to a benevolent organization that weekend, and the event organizers made a spectacular announcement on Saturday night after the conclusion of the racing. The featured marque for 2025 will be Formula 1! In partnership with the current management of the Formula 1 racing series, there will be tremendous support. Honda has already committed to emptying their museum and bringing every historic F-1 car they have, and Mercedes will be bringing Michael Schumacher's end-of-career car. Given that Zak Brown (CEO of McLaren Racing) is a regular participant at the races, one can be sure that McLaren will similarly support the affair.

Garth's trackside BBQ attendance was down, but the food was terrific and everybody who attended (including several new members) had a great time.

The other events throughout the peninsula were all very well-attended. There were lots of Panteras available at the auctions; one was sold quite cheaply, while a perfectly ordinary GT5-S was sold for \$352,000! Many of the other Panteras were no-sales even though their bids were more than reasonable. There were numerous Vectors either on display or being auctioned this year; the M12 sold (under valuation), one W8 apparently sold after the auction was concluded, while the rest failed to meet reserve.

Drive Your Pantera Day: Ken Levin started his Pantera. Mark Bailey drove his Pantera to lunch. And although it wasn't actually reported at the meeting, Mike Drew was on an airline trip in Houston, and he got the Houston club together to celebrate the event. John Taphorn is a multiple Pantera owner, and loaned him one Pantera for the drive to the event and a different one for the drive back to his house!



Hot August Nights: Garth and Leslie drove their Mustang fastback this year since his Pantera isn't quite ready for prime time. They made a pit stop at the home of Mike and Lori Drew to fix an errant radiator fan shroud. Although his car is far from a racer, he signed up for the drag races which afforded him primo parking. He smoked his tires pretty hard on the 1/16th mile dragstrip, but still had a great parking space!

Upcoming Events:

Ironstone Concours — 26-28 September: Steve Dalcino noted that as part of the Ironstone weekend, there will be a vintage back roads tour on the Friday. This means that anybody who wanted to take part would either need to leave home extremely early, or go up on Thursday instead of Friday. Already there are four PCNC Panteras signed up for the drive (this will adversely affect meeting attendance as they are all planning on driving up on the Thursday instead of attending the meeting).

Little Italy Festival — 6 October: This street festival in the Little Italy neighborhood of San Jose celebrates all things Italian, including their automobiles. Established in 2016, it draws an estimated 15,000-20,000 visitors. It features authentic Italian cuisine, music, wine tasting, arts and crafts, cultural exhibits, and an Italian farmers market. On Saturday there is a car show that highlights the more humble, pedestrian Italian cars like Fiats and Alfa Romeos, as well as Italian motorcycles, while Sunday's car show is for Supercars of Italy.

Several PCNC members have already signed up to show their Panteras on Sunday. More information, and event registration can be found at www.LittleItalySJ.com.

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

PCNC Super Bowl Party — 9 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!

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 and Swap:

Pantera Videos: Steve Dalcino is cleaning house and had a number of VHS tapes featuring Panteras that he brought to give away, including one featuring Todd Glycer's Pantera.

News, Clues and Rumors: There were no stories this month?

Raffle Results: Although we had replacement rafflemasters and tickets, we had no prizes so there was no raffle this month.

The meeting adjourned to the parking lot at 8:44 p.m.

Membership News

New Members for September:

We are pleased to welcome **Chris and Julie Crawford** to the club. They live in the Carmel area and are excited to get involved with PCNC. Chris has grown up around Panteras and has always loved the cars. Some of us may have met him when he stopped by Los Laureles before the Friday dinner. We hope to see them at one of our PCNC events soon.

We also are pleased to welcome **Joe Kuntze** to the fold. Joe joined POCA 14 years ago, but because he lives in Paso Robles, he assumed he was too far south to be considered within PCNC's sphere of influence. Mike Drew met him at Concorso Italiano and explained that we have PCNC members

in numerous different states, as well as France, Norway, Sweden, Canada, Germany and Japan, so Paso Robles is comparatively right smack in the middle of our territory! So with that, Joe made a few phone calls and is now formally affiliated with us!

Joe has been in the Paso Robles area for the past 40 years. Before going off to college to become a physician, he worked at a liquor store in San Diego. His boss had

leased a new 1972 Pantera. In 1976 he offered to sell it to Joe for the residual owed of \$4000! Unfortunately that was a year of college expenses, so Joe passed on the offer, but the damage had been done — Joe was on the path of owning a Pantera someday.

In 2010, that day arrived when Joe bought his red 1973 Pantera L #5603. He added it to his collection of other classics, including a 1963 Porsche 356 Super 90, a 1964 Jaguar E-type coupe, a 1971 Porsche 911, and a 1988 Porsche 928. Joe drives his Pantera regularly, and even stepped up to lead the scenic tour on the recent West Coast Pantera Rally earlier this month. He has run numerous multi-day rallies for the local Porsche club and has indicated a desire to host a future event for PCNC members as well. Welcome to the club Joe!



September Membership Anniversaries:

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

Ken and Darlene Levin: 51 years

Garry and Sue Choate: 19 years

Oyvind and Dagny Bakken: 17 years

Anders Hellberg: 16 years

John and Julie Tomlin: 10 years

Larry Larsen: 7 years

Jim Gasiewski and Eileen Kollar: 3 years

Larry Finch: 23 years

Markus Woehler and Kristi Ward: 19 years

Tony Blevins: 16 years

Mark and Linda Bailey: 10 years

Ken Green: 7 years

Angelo and Stephanie Raffa: 7 years

Headlight Tech Session

Story and Photos by Mike Drew

The members of PCNC are known for their willingness to help one another out. However, some of us live on the periphery of what is normally considered PCNC turf, and thus we can feel somewhat isolated at times.

There are three members living in Modesto, who are like a little club unto themselves. Peter Kovacs has been a PCNC member for decades, and found himself faced with a quandary. His headlights no longer went up and down, and his manual raising mechanism was completely broken so he couldn't raise them manually anymore. I happened to have a host of spare parts including a complete spare system, so I agreed to trade my good one for his bad one, since I could later repair his at any time. I didn't know when I might find myself in



Within a short time of their arrival, Peter's Pantera was positioned on the lift with the wheel off, ready for the removal of the headlight raising mechanism



The positioning of the laydown radiator made access to the three bolts securing the headlight motor plate to the body all but impossible. Mark Tumbarello was able to use his keen balance and fine dexterity honed after years of nursing to reach the bolt he couldn't see, and eventually twirl it out without dropping it into the bowels of the car

Modesto, so he asked if he could instead bring his car to my house?

We picked a date, and as I got ready to welcome him, he informed me that Mark Tumbarello, another member of the Modesto Pantera cabal, wanted to come along. In fact, Mark would supply his truck and trailer and haul the Pantera here, even though it ran perfectly (well, sort of) just in case something went wrong and it couldn't be driven home in the dark.

As it turns out, Mark and Cindy have decided to flee California and have purchased property in Oregon, and he was just about to make his last trip up there. He had collected quite a few Pantera parts over the years and he'd heard that my home is where used Pantera parts go to find a new home. I cheerfully agreed to take them on, not really realizing what I was getting into. I expected a few boxes of miscellaneous parts, and when they pulled up, his truck was groaning under the weight of crankshafts, cylinder heads, intake manifolds, driveshafts, exhaust headers and mufflers, oil pans, brake calipers and rotors—basically anything too heavy for a reasonable person to lift!

On Labor Day, I fired up Lori's

Pantera (which had been polluting my lift since a radiator fan blade decided to Become One with the Hall Pantera radiator, back in February, resulting in the cooling system decanting its entire contents on the floor of the garage), and quickly backed it out of the garage to make room (since it had no coolant in the system). Right on time, the truck and trailer pulled up, and after dispensing with the tiedowns and positioning the loading ramps, the car fired up in a cloud of exhaust smoke and made its way into the garage, and then up on the lift.

The left front tire was pulled off and the car was allowed to cool while we sat down to an early lunch, which Lori had kindly procured for us. Afterwards we set to work. Although many people believe the radiator has to be removed in order to remove the headlight mechanism, this simply is not true.

Well, not so simply in this case, because his car was modified with low-profile Amerisport headlights, which complicated matters somewhat. It also has sucker fans, which means the radiator was inconveniently positioned to block access to bolts which are normally easy to see. In the end, Mark had to resort to a backwards blind grasp for the last remaining bolt needed to get the thing out, guided verbally to it by us, since we could see it but not reach it.

Once the mechanism was out of the car and on the table, we set about transferring the bits over to the replacement mounting plate. It quickly became apparent that he was suffering from multiple problems, as his headlight



With the mechanism removed, Peter set to the task of scrubbing and cleaning everything in preparation for the parts to be reinstalled. Eventually a decision was made to just substitute already-clean parts that were on-hand, just to speed up the process



The headlight gear was looking decidedly secondhand. They are the same as the window gears and fail similarly



Once cleaned off it was obvious the original gear was ruined. Fortunately a new metal gear was in-hand

gear was comprehensively broken as well. Fortunately he had brought a brass replacement gear with him, which was brought to bear. We originally planned to use my mounting plate along with my manual headlight erection knob, but his plate was slightly bent, as was his car, so the decision was made to transfer my mechanism over to his plate instead.

It was wrestled back into position, and once again Mark did the blind bolt dance to get the fasteners lined up with the holes. He then got under the car and pushed up on the bottom of the motor to jam the gears together while I tightened everything down. We plugged in all the wires, and then tested the manual raising system...

...which didn't work. All the pieces were in the right place, but there was a missing grommet that centers the knob, and with that grommet missing the knob is free to wander away from the gear it's supposed to engage. So raising and lowering the lights manually would now



Rather than using my assembly (pictured here), instead the knob at the upper left was carefully removed and transferred to his plate, which had been subtly massaged to fit his car during the conversion to low-profile headlights



Mark again did the blind bolt installation dance, to great effect

be quite a chore, if it fact it would even be possible.

But at least the base mechanism was sound now. However, the headlight switch did nothing to raise and lower them, although some of the lamps did illuminate. The direct application of power to the motor raised the lamps, indicating that the downstream part of the system was working. All signs pointed to a sizzled headlight switch.

Fortunately Peter had thought to bring a new replacement with him. Since all of us are electrical idiots, we consulted Bill Taylor's excellent schematics, which showed exactly how the wires should be connected to the switch. Doing so resulted in very mixed results, and significantly, a lack of successful operation. During the course of unplugging wires from the switch in an effort to reposition them on unused tabs, Mongo Kovacs literally tore the switch apart in his hand, rendering it useless.

As luck would have it, I had a somewhat scruffy but good-feeling switch in my parts supply. That was introduced, and following the schematic and plugging the wires in accordingly, this one worked perfectly! So at last, Peter had normally functioning headlights. It remains to be seen if he will just live with

the somewhat dubious plastic chrome, or try to buy another new switch. My guess is a peer into his car five years from now will reveal my switch still doing yeoman's work there!

With his car sorted (or at least as sorted as it was going to be this day), he backed it out, ran it up the street and turned around and drove it back onto the trailer, where it was secured for its journey home.

I drove Lori's car back into the garage, and then took advantage of their good nature to get them to help me lift Lori's radiator out of her car. It was a matter of a moment to remove the remaining radiator fan (the offending one had already been removed and thoroughly cursed out), unbolt the radiator, remove the hoses and the



Mark installed the final bolt before crawling underneath the car and pushing up on the mechanism to ensure optimal gear engagement, while I tightened the bolts from above

electrical wires, and lift it out of the car and set it into the back of her truck, in preparation for a journey the next day to Woodland Industrial Radiator where

it would be taken apart and repaired (this is the third time they have had an opportunity to lay hands on it, and each time it has come back like new, with

the admonition to never replace it since it's such an excellent piece).

Afterwards, we got out a moving dolly, loaded it up with a ton of Pantera parts, and repositioned everything onto the side of my house (yes, Lori was thrilled, but it's worth noting that many of the heavy bits have already found new homes and happy new owners!)

Amazingly, everything had been accomplished in less than the budgeted time, a leisurely lunch was enjoyed, and they were able to set off for home long before dark, marking the end of another successful day of PCNC fun and fellowship!



This is a small portion of the piles of parts which found their way to my house. Fortunately I was able to find takers for many of them right away, but there are still plenty to be had!

Temperature Gauge Fix

Story and Photos by Mike Drew

Almost exactly a year ago, in these pages I detailed the trials and tribulations of Lori's Pantera overheating. While my car is perfectly behaved under all conditions, her car, equipped with exactly the same cooling system components, stubbornly refused to keep its cool. After many false starts and wrong turns, we finally managed to find and fix the issues that were plaguing her car, and it ran properly at last. I almost offhandedly mentioned an ongoing indication problem that I didn't bother resolving at the time, promising to return at a later date to fix it once and for all.

For years, both our Panteras have been plagued with

a problem that drives me absolutely bananas. When the car is up to operating temperature, the temperature gauge

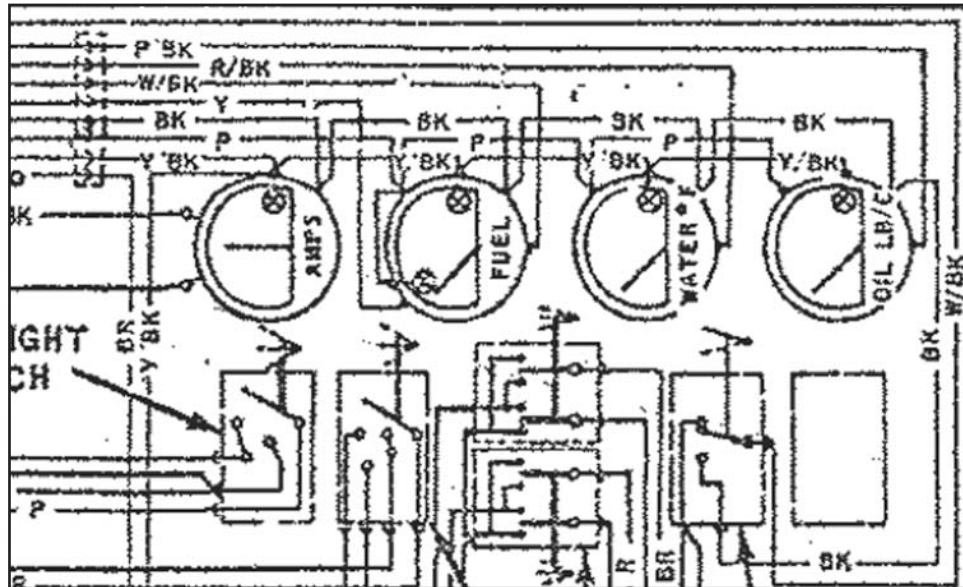
reads correctly. However, as soon as the interior lights are powered, the temperature needle immediately jumps up

10-15 degrees. This is due to inadequate grounding of the interior lighting circuit.

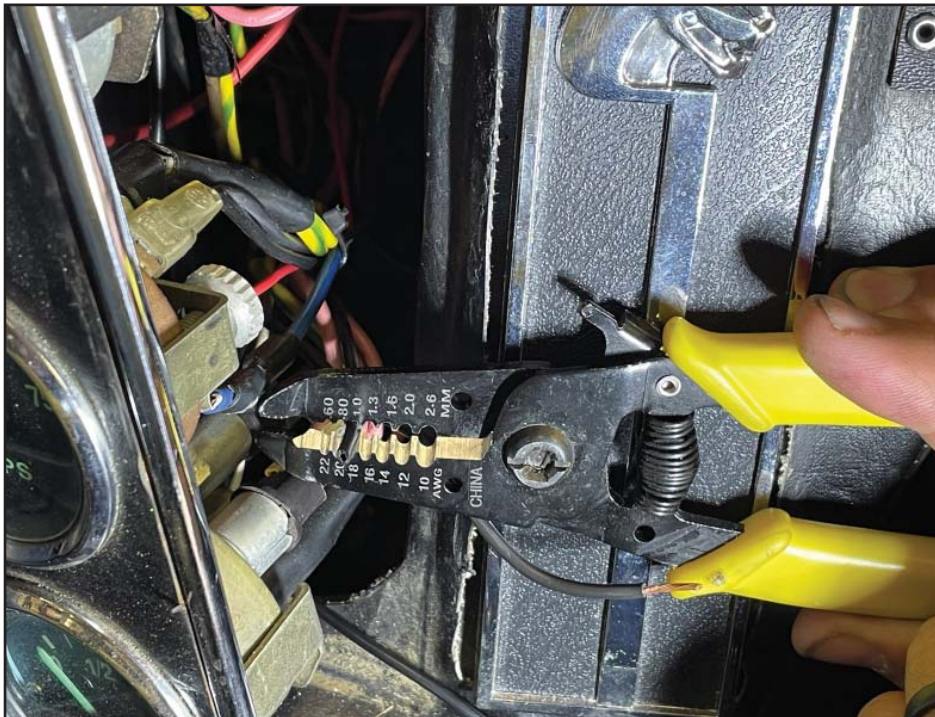
The four round gauges are daisy-chained together with a ground wire that passes from one gauge to the next, then exits from the top gauge, through a multi-wire connector, and eventually connects to the central ground lug buried under the dash behind the heater box.

After a decade of initially having a shock when the lights are first turned on, and then remembering that the new temperature reading is not correct and realizing there is nothing to worry about, I finally decided to put into practice the advice I had been giving other people for years.

The ground wire chain actually extends past the bottom gauge and continues on to the dome light rocker switch. However, on Lori's Pantera, I decided to address the issue from the bottom gauge.



This excerpt from the factory wiring diagram shows the black (BK) ground wire coming from the multi-pin connector at the top left of the drawing, connecting in daisy-chain fashion to each of the gauges, then at the right of the drawing, dropping down, and back to the left, before connecting to the dome light switch where the circuit originates



After unplugging the ground wire connector from the bottom gauge, I cut the wires off and discarded the connector, then used a wire stripper to strip the ends

With the battery disconnected, I removed the three thumbscrews holding Lori's gauge panel to the car, and withdrew it just enough to gain access to the back side of the gauges. I also removed the passenger side kick panel.

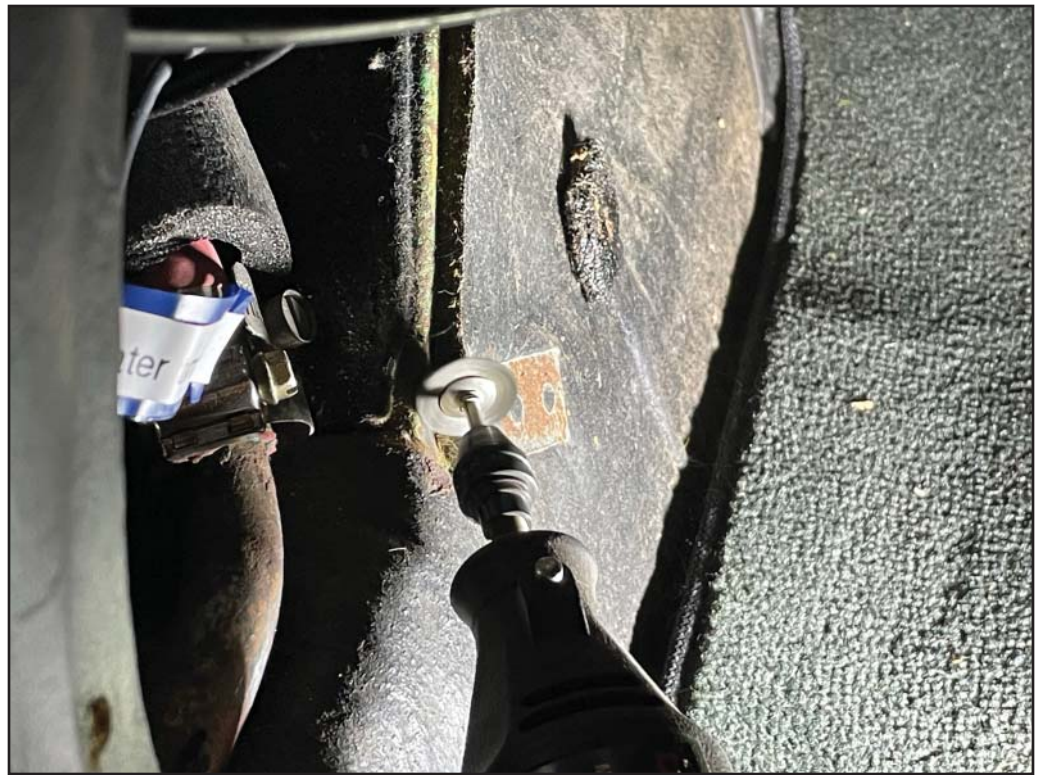
Each of the gauges has a wire going into and a second wire extending from the connector attaching the wires to the gauge; the bottom gauge has a wire that then leads to the rocker switch. I removed that connector and cut it off, then used a wire stripper to remove some insulation from both wires. I then got a suitable length of black wire, stripped the end, twisted it together

with the two factory ground wires, and crimped them all together with a new connector and hooked it back to the gauge.

After reinstalling the gauge panel,



A simple screw and ring connector hidden behind the kick panel proved effective



A Dremel tool with a wire wheel was used to carefully remove all the paint from an area of the chassis where the ground wire could be easily connected and accessed, yet which wouldn't obviously interfere with anything else

I stripped away the insulation from the other end of the new ground wire and installed a ring terminal. I then used a Dremel tool to remove some of the paint and insulation from a part of the chas-

sis just behind the kick panel, drilled a small hole, and secured the ground wire directly to the chassis.

After installing the kick panel, I connected the battery, started the car and let it warm up, then actuated the headlights, and the temperature needle didn't waver one bit. Finally this problem was fixed!

I decided to do a similar fix on my own car, but instead of cutting the wire at the gauge, since I knew that it extended to the dome light switch, I decided to instead install my new ground wire there. I couldn't remember exactly how the switches were retained in the gauge panel, guessed wrong, and one of the two retaining springs which is riveted to the top and bottom of the gauge snapped off. In disgust I reinstalled the switch and walked away, so my temperature gauge still misbehaves. I plan to circle back to it later this month and fix it once and for all!



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NEXT CLUB MEETING

**Thursday, September 26th, 2024
7:30 P.M.**

**BLACK BEAR DINER
174 W. Calaveras Blvd, Milpitas**

NEW MEETING LOCATION!

UPCOMING CLUB EVENTS

27-29 September ————— Ironstone Concours Weekend (Steve Dalcino)

29 September ————— All-Italian Car Show In Alameda (Ron Southern)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH