

news

www.PanteraClubNorCal.com

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Minutes of Meeting February 27, 2003

The meeting was called to order by President Todd Glycer promptly at 8:00 p.m. As the secretary was at that moment flying into Kuwait City, the minutes were taken by Roxanne Fertitta. All other officers were present except for Mark McWhinney, Charlie Puckett, John Hansen, and (unusually) Russ Britschgi.

Roxanne forgot to get the car/people count, but it is safe to assume that there were some De Tomaso cars in the parking lot, and a group of people in the meeting room!

New Members/Guests: There were none of either noted.

Changes To Last Month's Minutes: Eagle-eyed Brett Santos noted three errors in the newsletter—Curt Hall's name was misspelled Kurt, and the date and location of the Tony Harvey memorial were listed incorrectly.

Club Treasury Report: Jim reported that there was zero income last month, but we did make the three charitable contributions, and received thank-you letters from the three charities we donated to. The club bank account is still in good shape.

Club Library Report: Howard is making a list of items in the club library, to be posted to the PCNC website. He is also looking for any new items to add to the library. Please contact Sharon or Howard if you have any contributions to make.

Club Membership Report: As Russ was absent, there was nothing to report.

Past Events:

Tony Harvey Memorial: Todd received a letter from Linda, and read it to the group. She addressed the members of PCNC as "family" since Tony always considered us his family, and now she does also.

Mini Tech Session: Chuck Melton's mini tech session was well-attended, with a variety of smaller tasks accomplished. Since Mike Drew wasn't able to make it, Steve Liebenow donated the requisite blood. Seven or eight De Tomaso cars were present, and a lot of fluids were flushed. See the article elsewhere in this newsletter.

Upcoming Events:

Tech Session At Victor Zeve's — 15 March: Non-club member Victor Zeve has again volunteered to host a tech session at his home. Since last year, he has upgraded his already impressive garage with a chassis lift. See the flyer elsewhere in this newsletter for all the details.

Pre-Las Vegas Tech Session At The Sharp's — 12 April: Pam and Roger Sharp will again host their traditional tech session two weekends before the Las Vegas fun rally. Larry Stock will be there with all his parts, so anybody planning on making the drive to Las Vegas should plan on bringing their Pantera to the Sharp's for a look-see.

Las Vegas Fun Rally — 22-28 April: The Las Vegas event is fast approaching. The absolute deadline for making full reservations (including room reservations) is 23 March. After that date, you can still sign up for the event, but will have to make your own room reservations, either at the Plaza or elsewhere.

PCNC Convoy To Las Vegas—22-23 April: Marcus Smith will be hosting a luncheon at his home in Pine Grove for the ever-growing group of club members who elect to take the fun, scenic route to Las Vegas. As Irene will be in Paris with the kids, Marcus will be a Class A Bachelor and will be able to join in the fun, following along behind us in his motor home. Please contact Marcus to RSVP so he can plan the BBQ accordingly.

Diane Dean has made reservations at the Day's Inn in Bishop and secured a group rate for us. You must mention that you are with PCNC and also mention Diane's name.

A flyer showing maps to the Tuesday morning meeting spot, and to the Smith's house, and also featuring the hotel information, can be found elsewhere in this newsletter.

Las Vegas Speed Trials — 24-25 April: Bill was initially very disappointed in the comparatively poor level of sponsorship this ambitious two-day event had received. He had closed out the sponsorship campaign due to a lack of response, but as soon as he did so, vendors and individuals began calling him, and he has secured nearly the same amount of sponsorship now that we had last year (although remember that our costs have literally doubled). Bob Benson even contributed his winnings from gambling in Las Vegas last year—thanks Bob!

As of this writing we have only 16 paid-up participants for the track event. However, for some reason people traditionally wait uncomfortably late to sign up, which worries us but at the same time benefits us, as the cost to participate goes up and our income goes up accordingly.

Terry Morofsky has arranged for a portable dyno to be in position at the track. Sign-up information will be posted on the PCNC website.

POCA Raffle: Chuck Melton has again volunteered to conduct the Saturday evening raffle on behalf of POCA, but he would greatly like some help in actually phoning vendors and soliciting donations. Anybody with a desire to help, please contact Chuck.

Reno-Tahoe Panteras Fun Rally — 5-7 June: The third annual Reno-Tahoe Panteras Fun Rally is coming together nicely. As of this writing the an event hotel hasn't been finalized yet. Shari Stock has given Larry permission to host a BBQ for the event. Larry is also going to set up a "Concours de la Garage" for the Reno-Carson area, in lieu of a cruise around the lake. Watch for more information in the POCA newsletter.

Napa Valley Wine Tour And Car Show — 15 June: Terry Morofsky has organized an all-day car show and wine tasting at a winery in Napa Valley on a Sunday. For those interested in making a weekend of it and staying at a Bed & Breakfast, you need to make your reservations early, as this is a very popular weekend. Cancellations will normally be charged 10% of the cost of the stay. Watch for further information on the PCNC website and in upcoming newsletters.

Hot August Nights — 1-3 August: Registrations for this event are already sold out. Larry has five registrations but will only be needing two of them, so the others are available to club members. 1972 and earlier cars are eligible to participate, but really, if you drive a 1974 Pantera, who is going to know the difference except us?

Monterey Historic Races/Concorso Italiano Weekend — 13-17 August: Anita Kuehne and Diane Dean are coordinating with the Las Laureles owners for this fantastic weekend event. Plans are still in the infancy stage; help from other people would be greatly appreciated.

Club Business: Steve made a motion to transfer the remainder of Tony Harvey's POCA/PCNC membership to Linda Plescia, which passes unanimously.

News, Clues & Rumors:

Smog Nazis After Us Again: Steve mentioned that there is a new California state senate bill

currently under discussion which would repeal the hard-won exemption from smog inspection for older cars like ours. An all-out grassroots effort will be required to defeat this legislation. Further information can be found on the SEMA website (www.sema.org), and it lists all the congressmen and assembly members so you can generate an easy protest letter.

PCNC members were instrumental in the passage of SB-42, the Quentin Kopp-authored legislation which got us out from under the smog inspection nightmare; hopefully we can work equally hard to keep this new bill from overturning that one.

Wedding Bells Shall Ring: PCNC's very first club president (circa 1973), Ken Levin, was pleased to announce his engagement to Darlene Schreiber. The appropriate hardware was then displayed for all to admire.

Buy/Sell/Swap:

Mangusta Prototype For Sale: Larry Stock's stunningly beautiful (but unfortunately brakeless) Mangusta is up for sale. Contact him for more information.

Driving For Dinner Raffle: Among those who drove their De Tomaso cars to the meeting, **Tom Padula** won a free dinner.

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

PPC cap — Diane Dean

DeTomaso Flag — Larry Henley

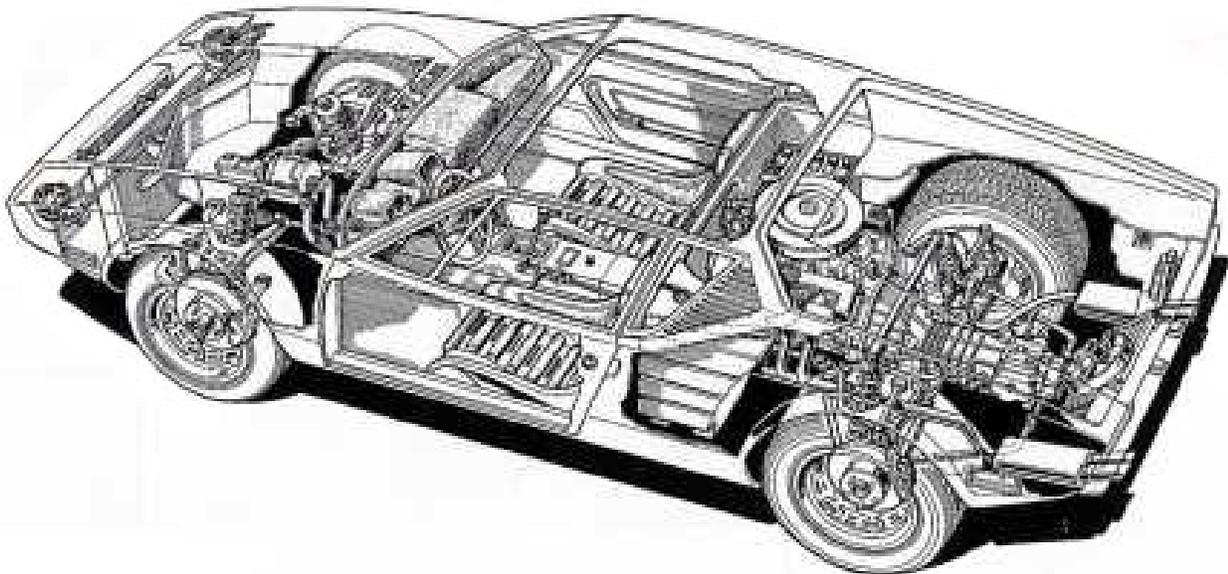
Coco's Pie — Larry Finch

Splitfire Sparkplug keychain — Bob Bensen

Bag of car-related magazines & catalogs — Jim Murch

Posters from Mike Cook — Anita Kuehne, Roxanne Fertitta

The meeting adjourned relatively early, at 9:15 p.m.



Tech Session At Victor Zeve's Monster Garage Saturday, 15 March

Victor Zeve is extending an invitation to have another tech session at his place on March 15th.

Since our last visit to his wonderful garage he has added a full-sized lift in his monster garage, eight air stations scattered about, and four TVs with Speedvision.

Victor has three bays for inside work as well as a huge concrete pad in front of the garage. There are automotive part stores very close to his place.

If you have a project that requires the use of the lift, please let us know so we can make sure you get some time. It will be first-come, first-served.

If you like, bring some grub to share or BBQ. There is also a Pizza joint around the corner if the gang decides to go that route. There will be coffee and fat pills (donuts) onsite for the early birds!

Victor is located at 3339 Greenwood Dr. in Fremont.

Greg Jacobs is coordinating the event. You can contact him at prolan1@pacbell.net or at (408) 777-5165 [cell].

Whether you want to fix your Pantera, somebody else's Pantera, or just socialize, come on out and join the fun!



Fluid Flush Fest

Story and Photos by Chuck Melton

Another event in the Mini-tech Session series was held on Feb 8th, under clear skies. Not bad for a February Day! Planned to start at 10:00 a.m., the first arrival was about an hour early, as Richard (Early Mangusta) dropped off some parts to sell, followed by Brett Santos around 9:30, who wanted to help set things up. Around 20 people attended throughout the day, with eight DeTomasos present at one time or another.

As the name implies, fluid flushing was the theme, so we could change engine oil, gearbox fluid, and flush the brake and clutch systems. Mark McWhinney also completed some steering rack maintenance and upgrades. The work was paused around 1:00 p.m. for a Tri-Tip BBQ lunch.

We started work on the yellow '72 Pantera, (LVUPNTN), and Brett Santos jumped in to start the work. First we flushed the brake system, starting with the stock rear calipers.



Kaizer Albino tackled his rear brakes first

The old (original) bleed screws gave us fits. The vacuum pump couldn't seem to pull fluid through, even at 15-20 or more PSI. So we switched to the standard method of pumping.

(Open - down, hold - close, up - repeat).

Our progress was slowed further as it was determined that the hose didn't seal well on the bleed screw. The next leak was due to the stock bleed screws, as air was passing by the threads. I had a spare set of SpeedBleeders (SB8125LL), sized M8 X 1.25, so we swapped them in, and continued with success.

Next we bled the front calipers (Hall SuperStoppers), which went as expected. Next the clutch system was reviewed. I watched the action of the slave cylinder, and noticed that sometimes it moved most of the way, and other times it didn't go as far.

We had similar challenges with using a hose of small enough diameter for the bleed screw on the stock slave, and also had air seeping thru the threads. First we tried some MIL-STD thread tape, but it was not impervious to brake fluid. After a quick brain-storming session, we tried some "Indian Head" brand gasket



The street in front of my house soon filled with Panteras

sealer, which worked better, but not for long enough to finish the task. Air was getting back into the slave, and it seemed we were making 'reverse' progress.

I happened to have a spare stock bleed screw, so we tried that, with some more gasket sealer, and that finally worked. An adjustment was made, as it seemed that the clutch might not have been fully disengaging. Then we set the pedal position (of engagement) from near off the floor to be in the middle of the range. A test drive confirmed the job was done.

The Panteras of John Dilena, Curt Hall & son (White), Gary Kono (Black), Tom Padula (White), Kaizer Albino (Red), Mark McWhinney (Maroon), Chuck Melton (Red), and others lined the street, causing a couple of passers-by to stop to see what was going



A helper manned the brake pedal for the down-hold-open-close-up-repeat drill

on. Unfamiliar with the car, they were treated to the full tour.

Lunchtime was rapidly approaching, so I set off the BBQ (BOOM!), (Hey, it's a tradition!) while the workers enjoyed a drink break.

We completed a brake system flush on the first red Pantera.

Good thing too, the stock master was running on fluid at least six years old! Actually the fluid didn't look as bad as expected.

All went well, and much faster than the Yellow car.

That job was followed by Kaizer Albino's red '72 Pre-L, also getting the brake fluid changed. Again with no problems, must have something to do with the color of the car!



This clutch slave cylinder bleed screw proved to be especially difficult. Fortunately I had a spare clutch slave cylinder lying around, and the bleed screw from that one worked great

Another job going on this day was the installation of a steering rack spacer kit, in addition to replacing the bellows on Mark McWhinney's maroon early 1971.

Mark reviewed my Steering Rack Story on my webiste, and then the work began. First he pried up the stock retaining tabs, then carefully turned the bolts loose. I had him apply some silver "Anti-Seize" to lube the threads of the captured nuts, which are completely unaccessible in the crossmember. Then he placed the shims from my kit under the mounting brackets, and attached the new longer bolts. (This lowers the rack support which repositions the bolts that hold this support in place.) Now we knew where to drill the new holes for the support bolts that go through the frame rails.

On this early car, there was a steel plate added to both sides, where the rack support at-



While Mark and Steve worked, these two "managers" (Bill Santos and Gary Kono) applied their necessary talents

taches to the frame rail. This is likely one of the additions Ford made to the early cars. Instead of drilling new holes in these pieces, it was easier to drill new holes in the rack support itself. A small drill bit was used to position a guide hole, and then we drilled to size.

Once this task was completed, Mark began replacing his bellows. Since removing the tie-rod may change the alignment, he took a measurement from side to side, and also applied some "white-out" to the threads so we could return the tie-rods to the same spot. The right side tie-rod bolt popped free easily, but the driver's side was stubborn. Mike Drew was not present to donate the necessary blood, so when Steve Liebenow gave a few strong wacks with my 2lb sledge, he missed once, nailing his thumb. OUCH! The blood lubricated the stuck part, which dropped free. The bellows went on, and we added the necessary gear oil with a 20ml syringe I had handy.

Bob Benson showed off his new '65 Shelby GT-350 clone, the new addition to his stable. Steve Liebenow drove his "Draggin' Wagon", sporting a 428, leaving his Mangusta back home.

We finished all the work before 7:00 p.m., drank dessert to celebrate, and called it a night, all jobs well done. Stay tuned for the next event in the Mini-Tech Session Series!



The Panteras all left under their own power after jobs well-done

NEXT CLUB MEETING

**THURSDAY, March 27, 2002
8:00 P.M.**

**COCO'S RESTAURANT
1209 OAKMEAD PARKWAY
SUNNYVALE, CA
(Take Lawrence Expressway South Exit off Highway 101)**

UPCOMING CLUB EVENTS

March 15 ————— Victor Zeves Tech Session (Greg Jacobs)

April 12 ————— Pre-Las Vegas Tech Session (Roger Sharp)

April 22-23 ————— Drive To Las Vegas/Pine Grove Brunch (Marcus Smith)

April 24-25 ————— Las Vegas Speed Trials (Charlie Puckett)

April 23-27 ————— Las Vegas Fun Rally (Gary Roys)

**REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH
www.PanteraClubNorCal.com**



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