

# news

[www.PanteraClubNorCal.com](http://www.PanteraClubNorCal.com)

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## Minutes of Meeting 21 April, 2005

The meeting was called to order by the president at 8:04 p.m. Turnout was unusually light with only 28 people present, although there were nine Panteras, one Mangusta and a Longchamp in the parking lot. The missing officers included Terry Morofsky, John Hansen, Sharon Renshaw, Larry Stock, Doris Britschgi, Mark McWhinney and Charlie Puckett.

**New Members/Guests:** The club welcomed **Mario Asuza**, representing Apex Motorsports. This is a shop in Santa Clara which specializes in 'tuner' late-model Mustangs, but is seeking to branch out into early Ford-powered performance cars as well. It is under new ownership and is about to have a grand reopening with a big car show. They hope to have a Pantera class and are

looking for a high turnout from PCNC members. Their shop has a Dynojet chassis dyno, and Mario offered to host a dyno day later in the year.

**Changes To Last Month's Minutes:** Steve Liebenow was the winner of the driving for dinner raffle.

**Treasury Report:** Jim reported that he had written a few checks for name tags, club store merchandise and for the newsletter printing. We are still way healthy, but are on our way to pay big bills when we get home from the Las Vegas event.

**Club Store Report:** Gary didn't have anything special to report, but Mike Drew mentioned that he was bringing some new items to Las Vegas on behalf of the club store, including a bunch of baggage tags embroidered with the Pantera and De Tomaso scripts from the rear of the car, as well as some emblazoned with the De Tomaso corporate script. He also had a very limited supply of factory-produced commemorative posters featuring a portrait of De Tomaso, surrounded by representative examples of his work over the years. These were expected to sell out in Las Vegas, but John will be selling the remainder on a first-come, first-served basis at a cost of \$25 each, plus shipping.

**Club Membership Report:** Russ had nothing significant to report—all is going smoothly.

**Club Website Report:** More information is being added all the time, and there was a page dedicated to the upcoming Apex Motorsports show.

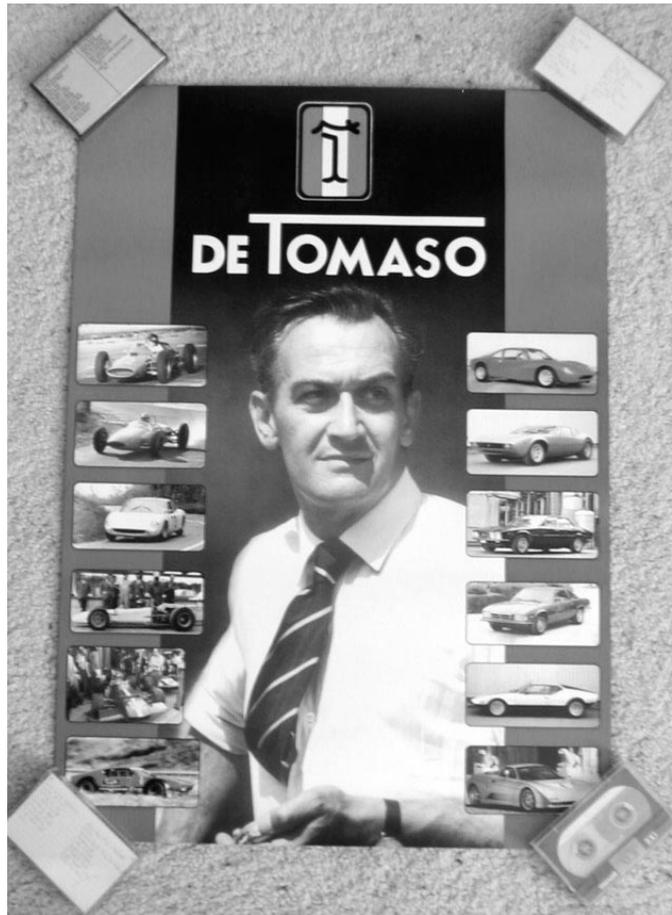
**Past Events:**

**Stockton Clutch Tech Session:**

Mike reported on the impromptu tech session which was featured in an article in last month's newsletter, where a new member received some expert help in changing out his clutch and throwout bearing.

**Upcoming Events:**

**Wine Country Classic Vintage Races — 3-5 June:** Steve Earle, who organizes the famous Monterey Historic Races, will be hosting a similar event at Sears Point Raceway in Sonoma. Nor-Cal Shelby Club member Lewis Downs is in charge of club parking and has secured the



prime real estate for us, the grass parking lot at turn 11. This lot will be reserved for Ford-powered special cars (to include De Tomaso cars) only—no pickup trucks or non-Ford club cars. For \$35 you can receive a ticket good for all three days of racing, and a spot in the reserved lot. Phone Lewis at (510) 886-5522 to see if he still has any tickets remaining.

**Reno-Tahoe Fun Rally — 8-12 June:** Planning is moving forward for this event. As in past years, it will boast similar attractions such as a track session at the Reno-Fernley racetrack, a dustbowl concours, breakfast at PPC, and some humorous car show awards. Watch the POCA newsletter for more details.

**Other Upcoming Events:** There are several other events currently in the works. Diane is working on another tour of the Tank Museum, perhaps sometime in July. Greg Jacobs is trying to organize a go-kart racing day, and Brian and Kathy Gentry are planning on hosting an overnight road trip to Paso Robles where they would stage a big BBQ. That will probably take place sometime in October. Linda and Diane are working on the Monterey event.

**Concorso Italiano — 19 August:** The cost for initial registration for the Concorso Italiano has gone up to \$75, but after the 31st of May it will go up to \$100, so if you are planning on going, get that application in soon! You can find out more at [www.concorso.com](http://www.concorso.com), or see the flyer elsewhere in this newsletter.

### **News, Clues and Rumors:**

**Trick Flow 351C EFI System:** Jim Murch did a ton of custom machining on a Trick Flow 351W intake manifold to adapt it to his 351C, which then enabled him to fit a standard Ford fuel injection system. He spent four months talking with the tech engineers at Trick Flow, and during the course of his work they got so excited about the project that they decided to tool up and produce a 351C intake! And it gets better—they are going to make NEW aluminum 351C cylinder heads as well!

It will be able to be had with either the Cleveland or the Windsor water jacket openings (Can you say Clever engine?...) They will be offering two versions. One will have a 2.150" intake valve, the other a 2.08". They have totally redesigned the chamber with a relocated spark plug so as to promote a much more efficient combustion process. The exhaust port has been addressed and is much improved. They are basing this head off of a 2V intake port, and will not be making a 4V intake port version.

The EFI lower will be designed with the smaller 2V port dimension, but with enough material in the port to allow porting to a 4V port. The manifold will be designed for the stock intake manifold bolt pattern of the Cleveland head. Both the heads and the manifold should hit the market together, sometime later this year.

**Driving For Dinner Raffle:** The winner was the rarely seen Rich Boschert, and yes, he actually had bought dinner for himself!

### **Raffle Results:**

In Larry's absence, Jim Kuehne ran the raffle ably assisted by Brett Santos. And the winners were:

Car Calendar — Scott Martin  
Wine — Greg Jacobs (twice), Mark Tumbarello  
Latex Gloves — Russ Britschgi  
Club T-shirts — Bob Benson, Bob Lucas  
Pantera video — Diane Dean

Greg Jacobs had driven his Pantera (minus decklid) to the meeting, its first test-drive after fitting a new motor and 180-degree exhausts. Unfortunately he sprang a water leak at the water pump.



Seeking the opportunity for a tech session, immediately following the meeting, a herd of people followed Greg over to the nearby Apex Motorsports shop to lend moral support while he effected repairs.

The shop was filled with highly tricked-out late-model Mustangs, and the elevated Dynojet chassis dyno was inspected carefully by everyone present. This looks like a perfect site to hold a PCNC dyno day, and Mario Asuza is excited about the prospects.

Greg's car had a fairly pronounced incontinence problem, which was eventually traced to a defective anodized aluminum plug on the water pump. Mario came up with a low-tech replacement, the culprit was removed and replaced, and after topping off the cooling system, Greg then drove home uneventfully.

The post-meeting tech session finally ended and people headed for home sometime after 11:00 p.m.

Thanks to Mario Asuza for volunteering to open his shop to help a stricken Pantera guy get home!



### ***PCNC eNews***

The PCNC eNews is a report on the news and events of interest to the PCNC community with timely reminders for events. It is e-mailed to all PCNC members several times each month. If you have not been receiving it, we do not have a valid e-mail address for you. To subscribe, go to [www.PanteraClubNorCal.com/members/subscription.htm](http://www.PanteraClubNorCal.com/members/subscription.htm)

### ***Change of Address***

We now have the ability to submit change of address on-line. If you have a new address, a new phone number, or a new email address, let us know by going to [www.PanteraClubNorCal.com/members/address.htm](http://www.PanteraClubNorCal.com/members/address.htm)

*Membership info--Russ*  
*Britschgi will hand-deliver*

# Radical New Development In Tire Technology

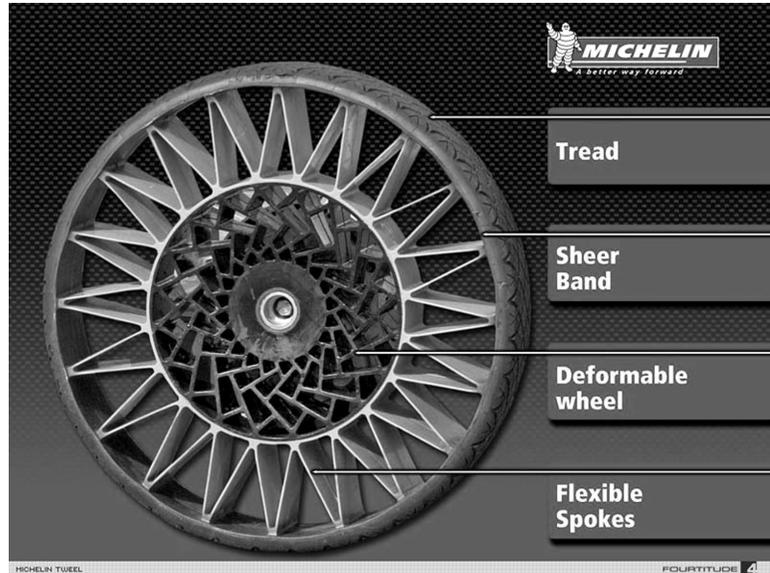
*Story by Mike Drew  
Photos Courtesy Michelin*

The French tire manufacturer Michelin is currently testing a new tire technology which makes a radical break from the pneumatic tires which have, except in detail, remained more or less unchanged since Michelin first developed them well over 100 years ago.

Instead of a tube inflated with compressed air, these new tires take a whole new look at the demands of an automobile in an effort to improve on safety, performance, ride quality and manufacturing cost.

The tire and wheel are produced as an assembly. The wheel is considerably smaller in diameter than conventional auto wheels, resulting in radically reduced unsprung weight and rotational inertia (current-generation large-diameter wheels are enormously heavy and themselves place a great demand on a vehicle's braking system, requiring ever-larger and -heavier brakes in order to cope).

Flexible spokes are bonded to the wheel and are



surrounded by a sheer band which has the tire's tread pattern. This boasts a number of advantages. The

surface of the tire can be made completely flat, ensuring maximum contact with the road (which, if you haven't noticed, is also flat!). The spokes deform to allow a larger contact patch when the wheel is weighted, meaning that the tire actually 'grows' under heavy cornering or braking. It also deforms to allow a smoother transition over potholes and other road imperfections (when the road isn't flat!)

No word on when or if these new tires will see production, or what the cost might be compared to traditional wheels and tires.

But one day, your Pantera could be riding on something completely different from your cherished magnesium Campys!



*Note how under hard cornering, the tread remains flat relative to the ground, unlike conventional tires which have a tendency to roll up onto the sidewall*

*ConcorsoFlyer.pdf*  
*goes here*

# NEXT CLUB MEETING

**THURSDAY, May 26, 2005  
8:00 P.M.**

**COCO'S RESTAURANT  
1209 OAKMEAD PARKWAY  
SUNNYVALE, CA**

**(Take Lawrence Expressway South Exit off Highway 101)**

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## UPCOMING CLUB EVENTS

June 3-5 ————— Wine Country Classic Vintage Races (Lewis Downs)

June 8-12 ————— Reno/Tahoe Panteras Fun Rally (Jim Nowlin)

**REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH**

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