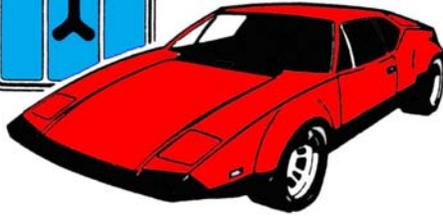


**pantera**  
CLUB OF NORTHERN  
**california**



# news

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

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**Volume 36**

**Issue 9**

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## Minutes of Meeting 27 August, 2009

The meeting was called to order at 8:10, due to the late arrival of the president's dinner. All officers were present except for the Renshaws, Larry Finch, and Mark McWhinney (who made a guest appearance before the meeting but had to dash back to work). There were six Panteras in the parking lot, and 33 people signed the roster.

**New Members/Guests:** The club welcomed several guests, including **Dave Yamada**, the fellow who did such an expert job detailing Ron DeMaderios' Pantera, and **Terry**, who came with Patrick King in his Sunbeam Tiger (because Patrick's Pantera is still in the body shop). We also welcomed a PCNC member who is seldom seen, **Peter Carvahal** who owns #2761, but unfortunately isn't often able to join us at meetings or events.

**Changes To Last Month's Minutes:** None of the members present had received their newsletters before the meeting. (In fact, the newsletter was ready to go to press three weeks early, an unusual occurrence, but was held up until the last minute in order to insert the flyers for the upcoming events).

**Club Store Report:** Rich had some leftover track event shirts, long sleeve, in sizes XL to XXXL, for \$10 each.

**Club Treasury Report:** Steve wrote a few checks associated with the Monterey event. Although he hasn't completed the final tally of intake vs. exhaust, he believes that the club's profit or loss is in the \$10-40 range—we basically broke even on the deal.

**Club Membership Report:** Several longtime (15-20 years) PCNC members have suddenly failed to renew their membership. Could this be due to the economic situation? The situation is a bit strange—in several cases, the individuals aren't returning Russ' e-mails or phone calls.

**Club Website Report:** There was no formal report due to Mark's absence. However, rest assured that the website is fully updated with information on our upcoming events etc.

**Club Motorsports Report:** Due to Larry's absence, there was no report.

### **Past Events:**

**Hooters Car Show:** Ron DeMaderios participated in a benefit car show for cancer research; the fact that it was sponsored by Hooters made it all that much more enjoyable! His Pantera also participated at another car show in San Mateo, where he cleaned up on the awards front, winning Outstanding Engine, Outstanding '70s Car and Outstanding Sports Car!

**Monterey Historics Races Weekend:** The weekend was a smash success! The car show at Baja Cantina was awesome, as usual, highlighted by Randy Grubb in his custom truck, Pissed-off Pete. The Los Laureles event was fantastic, thanks in large part to the efforts of the Choates, who got a well-deserved round of applause.

The Concorso Italiano completely turned around from last year, and was fantastic. Tom Tjaarda was a featured guest and gave some great presentations on stage; the audience at large seemed unusually interested and the crowds for his presentations were larger than normal.

Todd Glycer had a great time in his '68 Lola Can Am car at the races; he picked up five seconds a lap from last year, and was two seconds faster still by the end of the weekend. He started in 13th position, finished in 14th, and was passed several times by professional drivers (ringers). He and Bob Benson chased an annoying oil leak all weekend long but had no other problems.

Russ Britschgi had a bit of a battle with his Porsche (see his article elsewhere in this newsletter) but ultimately prevailed.

Look for a full report in next month's newsletter.

### **Upcoming Events:**

**All-Italian Car Show In Alameda — 11 October:** Doug Abadie will once again be serving as the De Tomaso honcho for this fantastic show, which is a benefit held each year for the

Alameda Special Olympics. It is sort of a Concorso Italiano Lite, with all sorts of Italian cars and motorcycles on display on the lawn at Lincoln Middle School in Alameda. This is a very laid-back, low-key event, with great food and music, and a very low cost. There was a flyer in last month's newsletter, and of course all the information will be available on the PCNC website; contact Doug if you're planning on attending and he will try to set aside parking for you.

### **Club Business:**

**Officer Nominating Committee:** A committee is formed each year, comprised of three volunteers, whose job is to beat the bushes to find people willing to run for PCNC board member positions for the following year. The committee is comprised of one current (or recent) board member, one person who has never been on the board, plus a third person of any stripe. Please let Garth know if you're interested in serving in this capacity.

### **Buy/Sell/Swap:**

**Window Gear:** Steve Dalcino picked up a 'Maserati' electric window gear at Concorso Italiano, only to discover that he didn't need it, so he offered it up for \$20 (at which point it was quickly purchased).

**Junkard Motor:** Steve Liebenow picked up what appears to be a pretty stout and well-built 351C long block. It's .030 over, balanced, and has been run. The price is right! Let him know if you're interested.

**'57 Thunderbird Wanted:** Jim Murch put out the request for leads on a '57 T-bird; Forest Goodhart announced that his '57 T-bird was for sale!

**Sway Bars:** Brent Stewart has a one-inch solid front sway bar with bushings available, new, and a used 3/4 inch chrome (stock) rear sway bar.

**Chuck's Bits and Bobs:** Chuck usually brings a few little things to each month's meeting; this month he had stainless steel door hinge bolts, a steering rack spacer kit, and original key blanks.

**Intake Needed:** Peter Kovacs is looking for any four-barrel intake manifold for a 289/302 engine.

**Things That Go Bump In The Night:** Patrick King's Pantera is still in the bodyshop, recovering from an unfortunate shunt. He is looking for a driver's side chrome bumperette with a square inner corner. Although the square bumperettes were made in two different styles, he'd probably be happy with either one!

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

**Incredible Parts Stash:** Mike brought his Pantera to the Sears Point vintage races, and there he met an older couple who were former Pantera owners, and in fact lived only a block and a half from where Mike grew up. They had sold the Pantera in 1989 (within days of Mike buying his rustbucket), and at the races they told him they had a few parts for sale.

Mike expressed interest and went to see them a couple of weeks later; he was astonished to find hundred of new and used Pantera parts! It turns out that the fellow used to be the head mechanic at Jim Bell Engineering, which was the Bay Area Pantera specialist in the 1970s and 1980s, and he inherited the entire parts inventory when the business shut down.



A deal was struck, Mike filled up the back of his Scirocco with parts, drove to his mom's house to unload them, then drove back and filled it again, with some outsized parts having to be carried by hand through the streets!

The parts have been organized into a spreadsheet and are now for sale. You can see the listing in Mike's album on the POCA website.

**Porsche Parts Hauler:** In the 'small world' department, the world's northernmost Pantera owner, Kjetil Finne of Trømso, Norway, recently asked if anybody would eyeball a Porsche 924 Turbo that was for sale in Lodi. Mark Tumbarello checked it out and blessed it, and he bought it. It's now parked at Peter Kovacs' house. Kjetil is using it to store parts that he's buying in various corners of the USA. When he's done shopping, he'll fly out here, drive the car around a bit and then ship it (and the parts) home!

**Driving For Dinner Raffle:** And the winner was Brent Stewart.

**Raffle Results:** Brent passed the hat, and did the raffle thing. Unfortunately the proceeds were unusually chaotic, with winners scurrying back to their seats without showing off what they won, and then blasting for the parking lot as soon as the meeting ended, so unfortunately the results are incomplete.

Microfiber polishing cloths (donated by Dave Yamada) — Ron DeMaderios

Nutdriver set — Tom Galli, Gary Kono

Tire inflator — Bob Benson

De Tomaso key ring — ???

Valve stem logo caps with key — ???

Metric and standard allen wrench sets — ???

Illuminated screwdriver — ???

LED flashlight set — Forest Goodhart

Hospitality suite wine — Dave Yamada, Garry Choate

Small prybar — Todd Glyer

Pantera bling bracelet — ????

The meeting adjourned to the parking lot at 9:20.

# Membership News

## New Members for September:

We have no new members to welcome this month, sorry to say.

## September Membership Anniversaries:

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

**Ken and Darlene Levin:** thirty-six years

**Steve Scheid:** nine years

**Bill Charlton and David Charlton:** eight years

**Peter and Katie Cajthaml:** five years

**Markus Woehler:** four years

**Tony Blevins:** one year

**Peter Jerram:** one year

**Debra Woumm:** eleven years

**Lori Albino:** eight years

**Larry and Donna Finch:** eight years

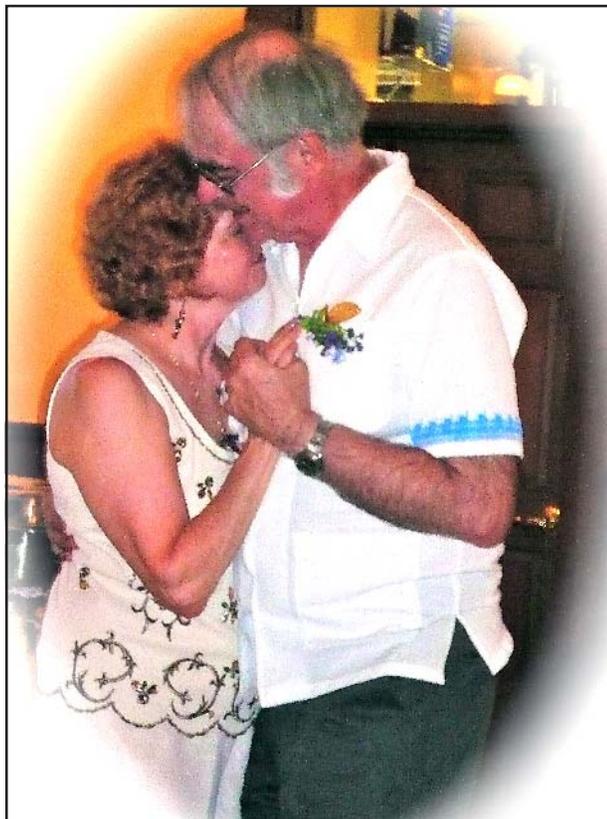
**Garry and Sue Choate:** four years

**Oyvind and Dagny Bakken:** two years

**Anders Hellberg:** one year

## Miscellaneous:

As long as we are talking about anniversaries, rumor has it that Jack and Judy DeRyke, members of PCNC for 29 years, recently celebrated their 50th wedding anniversary. Congratulations!



# Pantera People And A Porsche

*Story and Photo by Russ Britschgi*

“Cars and women have a way of changing your mind.” I don’t know who the wise sage was who came up with those words, but it seems to me that they are one of the true constants in the universe. Here is a case in point.

PCNC’s Weekend-in-Monterey event was coupled with the automotive activities that spun off of the Monterey Historic Automobile Races and the Pebble Beach Concours. For the Pantera folks it mostly revolved around the Concorso Italiano (this year on the grass of the Laguna Seca Golf Ranch), the dinner at Los Laureles Lodge on Friday night, and the Pantera Corral at the Laguna Seca Historic Races. Our Pantera, the subject of several (*many!* *ed.*) years of neglect, was in no shape for any sort of public display let alone the fact that it was not in running condition, the reasons for which could probably be the topic of a Ph.D. dissertation or maybe just a good swift kick in the seat of the pants.

Doris and I thus bypassed the Concorso and made plans to attend the PCNC Dinner and Saturday Historic Races. She suggested that since Porsche was to be the featured marque at the races that we take our ‘71 911T. My presumption was to take that car on Saturday as that would be keeping with the theme of the races this year. Well, I was wrong; she meant both days. I moved some other cars out of the way and got the old Porsche to the front of the queue. It ran a bit rough, but I figured it was just a bit cold and would be fine when I got it on the road. Wrong again.

The poor little six-cylinder never did seem to get going though sometimes it did seem to be hitting on all cylinders. The real test of the engine was going over Laureles Grade from Highway 68 to Carmel

Valley, and it definitely was a five-cylinder engine. We misfired our way into the parking lot at the Lodge and made our way to the hospitality lounge.

I got a drink and mulled over what to do next. After a while I made my way back to the car and lifted the rear deck. I checked the points to see if they closed up creating a weak spark resulting in a misfire with the heavy fuel load under open throttle.

There is nothing like poking around in an engine bay to attract car guys. Ladies, if you are looking for a guy, forget the singles’ bars. Just open the hood of your car in the parking lot and stare inside. Soon there will be lots of guys to choose from. However, if you are looking for an attorney to hook up with, stick to the singles’ bars and look for the ones trying to get someone else to pay for the drinks.

As for the car, the points seemed to be working as they should, and soon Ron DeMaderios came by. He suggested pulling distributor wires to try to find a cylinder that didn’t care if it

got spark or not. This led to cylinder number one being the slacker and not pulling its share of the load. I only had the factory supplied tool kit with me. After all, this was a fine German-built machine and why should I have left home with the usual fifty pounds of tools generally carried with the Pantera?

Porsche, at least back then, supplied a neat little spark plug wrench. After removing the #1 plug and finding it clean and dry, I suspected a fuel starvation problem. I pulled the drain plug from the float bowl for that cylinder and just a little bit of gas ran out. But what was worse was the plug dropped out of my finger tips and disappeared into the engine bay. This was an excellent example of a corollary to Gumperson’s Law: “The chances of the recovery of a small part dropped from a work bench is inversely proportional to the importance of that part to the project.”

It seemed to make no difference that in a 911 the upper half of the engine is fairly well-sealed from the



*Russ initially struggled to find the cause of his Porsche’s rough-running condition*

ground and things are out in the open. This small carburetor plug was lost. Gary Choate then walked up and soon, from his position in the ever expanding circle of Pantera folk, spotted the missing part hung up on an ignition wire rubber boot. The float bowl plug was quickly reinstalled to keep it from getting lost again.

Craig Kuensinger joined us at some point with a bag of tools and just to be sure the spark plug was good we taped it to the engine, hooked the wire to it, and fired up the engine. Lots of spark at the plug. It was then reinstalled and the engine was fired up again but not improved one bit. The air cleaner was pulled off and the fuel line for that carb was loosened to see if fuel was getting to that part of the triple-throat carb. By now there were so many qualified mechanics standing around my car that I was able to get out of the way and have a short conversation with Chuck Melton about something else.

Meanwhile the guys back at the car were coming up with some pretty scary scenarios, such as a broken rocker or a hole in the piston. However, one by one these theories seemed to fall by the wayside and it came back down to no fuel. Also as the theories evaporated, so did my workers. Remember my opening statement about cars and women? I could hear each of them saying as they slowly backed away, "I have got to get cleaned up and head for dinner or my wife will kill me." It seems that when it comes down to the final two, women really do change your mind the most.

Now I was on my own, but I did have Craig's big bag of tools. I pulled the top of the carb off (22 screws and nuts with some of them being in very tight spaces) and sure enough the bowl for #1 cylinder was nearly dry. Craig stopped by on his way to dinner and with the floats hanging out in midair, we turned on the fuel pump and got lots of gas through the needle valve. No problem, or is the "no problem" with a question mark?

I pulled the plug on the side of the bowl, not letting it get away this time, and at Craig's suggestion I ran a magnetic pickup tool around the inside of

the bowl. I came up with a small steel ball, much like a check valve ball. Not good. A closer look at the needle valve showed that there was a tiny spring extending out the bottom of it. I pulled the valve assembly thanks to Jerry Brubaker who had the right size socket, extension and ratchet; this puppy was in there tight. The ball was intended to ride on the float lever and to be inside the hollow tube of the needle, the spring was intended to hold the ball down at the end of the tube, and the tube was supposed to be crimped or rolled over enough to hold the ball in. I pushed the ball and spring back into the tube and I could feel it kind of snap into place. It stayed there, but how long would it stay? I thought about trying to ping the end of the tube but then figured that would apply too much force inline with the seat and might cause damage there. I opted to use a pair of needle nose pliers to gently distort the end of the tube enough to keep the ball in place till I could get a replacement part at home.

With the valve back in place and the top of the carburetor back on, the engine fired right up and ran smoothly. I now only had to install the bottom part of the air cleaner with its ten nuts and bolts, most of which now have special nicknames as they were not easy to re-



***The little ball at the bottom of this new needle valve assembly was not where it should have been in the old one***

install. It was now about 7:30 p.m. and light was fading fast, the tools needed to be picked up and returned, dinner was being served, and I still needed to get washed up. Thanks to some help from Doris we were able to be the last people in line for dinner and all was right in the world again.

So if you stuck with the article this far you are probably wondering why I was writing about a Porsche in a Pantera Club publication. The answer to that is also the answer to the question, "Why would people who have no interest in another make of car be so willing to help get that other car running again?" The answer to both questions is the people. Panteras just bring us together, but it is the people that hold us together. There were so many people who offered assistance, from Chuck Melton who offered us a ride back to San Jose that night, to those who suggested possible problems, and to those who proved those problems wrong as one by one the list got narrowed down to an internal carburetor problem. For this I thank you for being the people you are.

And for any of you who haven't heard, we did drive back home that night only to return to Laguna Seca on Saturday and home again at the end of the day. The little blue car ran fine. Then again it should have, for Saturday I brought along a spare needle valve I located in my spare parts collection at home, as well as more tools. Seldom do things break when the car knows you are prepared.

Had we followed my plan and only taken the car on Saturday, all this attempted rework would have been done in the dust of Laguna Seca without the help of true and trusted friends. Sure there would have been some talented and knowledgeable Porsche people there but how would I have found them, and chances are they would have been complete strangers to me so my confidence factor would have been very low. Would you trust your car to some stranger you met in a parking lot?

Thanks to Doris insisting we take the car on Friday, the poking around in the back of the Porsche was done by trusted Pantera people.



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## NEXT CLUB MEETING

**THURSDAY, September 24, 2009  
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

October 11 ————— All-Italian Car Show in Alameda (Doug Abadie)

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