

pantera
CLUB OF NORTHERN
california



news

www.PanteraClubNorCal.com

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Minutes of Meeting 24 September, 2009

The meeting was called to order by the president at exactly 8:00 p.m. All officers were present Larry Finch, the Renshaws, Brent Stewart, and Mike Drew (Steve Liebenow filled in for Mike, as usual). There were 29 members present and seven Panteras in the parking lot.

New Members/Guests: There were three guests in the room—tall family members of current members. Steve Bogart brought his son **Michael**, and Patrick King brought his wife **Kelly** and daughter **Alison**.

Changes To Last Month's Minutes: Brett Santos was paying close attention. He noted that the Comedy Day flyer had the 2008 event date listed.

Club Store Report: Rich brought red T-shirts with a black Pantera logo, and had them for sale for \$15 each.

Club Treasury Report: This is a quiet time of year, and Steve reported only minimal, routine activity, noting that our treasury remains healthy.

Club Membership Report: Russ noted that things typically slow down quite a bit in the fall, and he didn't have any news to report.

Club Website Report: Mark reported that the website had been updated with the latest event information.

Club Motorsports Report: As Larry Finch was absent, there was no motorsports report this month.

Past Events:

Blessing The Hot Rods: Ron DeMaderios reported on this small car show, held in the mountains of Santa Cruz to benefit a local church. There were about 60 cars present, of which six were Panteras. Bob Benson won the award for 'Best Hot Rod'. Rich Boschert's friend won the 50-50 raffle, and donated the winnings to the church to help build a new playground.

Palos Verdes Concours: A new concours was held in Palos Verdes in Southern California. The organizers have ambitions of turning it into another Pebble Beach/Amelia Island/Meadow Brook show. This year they had a special class for modified Panteras. Peter Kovacs went and said that there were lots of very spendy Panteras on the grass!

Comedy Day In The Park: There were eight Panteras present for the show this year. The lineup of talent included noteworthy performers such as Robin Williams. The cars received much more attention than in years past, including lots of fingerprints. One person fell backwards onto Ron DeMaderios' Pantera, landing on the carbon fiber hood before rolling off. Fortunately there was no damage!

Apparently the overall spectator attendance was up sharply over previous years, probably brought out by fantastic weather.

Birch Bay Gathering: Each year Panteras Northwest holds a gathering at Birch Bay, Washington. Forest and Judy Goodhart attended this year. While there, they ran into an original Pantera owner who said he wanted to sell his Pantera. It had 60K miles on it, and he said he wanted \$12,000! After the fight settled, a new owner was established. It turned out to be a very rust-free car!

Virginia City Hillclimb: Julian Kift told Bob Benson that it was a pretty wild time on the hill this year. A Ferrari driver flipped his car into a mountain, at which point the car caught fire and he was trapped inside. He eventually got out with only minor burns, but the Ferrari didn't fare so well. The next day a Corvette went off the road and down into a ravine; the car was totalled but the driver was more-or-less okay.

Silver State Classic Challenge: Mad Dog reported that the new rumble strips in the center

of the road have added a whole new dimension to the challenge at 160 mph! Meanwhile, Scott Couchman had issues with his roll bar interfering with his engine access hatch. He developed a throwout bearing noise, and after much thrashing, decided not to run and brought the car home. The noise disappeared the moment other Pantera owners showed up to help!

Upcoming Events:

North Bay Autocross — 31 October: The Sunbeam Tiger Owners of America's Nor-Cal chapter is very active in sponsoring autocrosses. PCNC and STOA member Patrick King is helping to organize an autocross at the Santa Rosa County Airport on Saturday, October 31st. Unfortunately the STOA website isn't up-to-date (evidently they don't have a Mark McWhinney on the job!) but you can contact Patrick at (408) 559-1772 for more information and a flyer.

PCNC Christmas Party — 18 December: The Christmas party will be held at Trader Vic's in Palo Alto (same place as last year). The cost is \$55 each, and the menu choices are beef, mahi mahi, prawns or chicken. Those that want to spend the night can call the hotel to get a special PCNC rate. See the flyer elsewhere in this newsletter for all the information

Club Business:

Officer Nominating Committee: Peter Kovacs, Bob Benson, Chuck Melton and Tom Galli comprise the committee, whose job is to seek candidates to fill the vacancies for the 2009 board. Contact them to sign up for any positions you may be interested in. Currently, president and membership coordinator jobs are available (Russ is stepping down after untold years of service).

Buy/Sell/Swap:

Engine Anyone?: Rich Boschert has a 4-bolt main 351C with closed-chamber heads, with 50K miles on it. The block needs to be gone through. He's offering it for \$1,000.

Chuck's Corner: Chuck had a small supply of bits and bobs available for purchase including ignition and door key blanks, a ZF drain plug tool, and steering rack spacer kits.

News, Clues and Rumors:

Mission Accomplished!: A few meetings ago, Jim Murch announced he was looking for a '57 Thunderbird to add to his collection. In the past few weeks he found and bought a lovely example in turquoise and white.

Julie's Condition Worsening: Mike Drew was absent because his girlfriend Julie's tongue cancer has returned with a vengeance, and the prognosis is grim indeed. They were busy flying around and accomplishing items on her Bucket List, as she was only expected to be able to speak, or be strong enough to travel, for another week or two. She may not live long enough to see the new year....

PCNC Member Makes The News: Peter Kovacs was interviewed for an hour and a half by his local NBC affiliate, which turned into two brief statements on TV. A few members saw him on Channel 11.

Cam Follies: Garth Rodericks is finally ready to order his custom cam, only to learn that the cam business is out of business! He then contacted Comp Cams; the tech there liked the specs provided by Dan Jones, but claims that they can't grind it due to not having the appropriate blanks to grind upon!

More Cam Follies: Roger Sharp related his story about his experience with Comp Cams. It involved low oil pressure, and Chevy lifters supplied to run in a Ford motor, with not necessarily good results!

It's Always Something: Peter Kovacs' black Pantera was delivered to a shop in Sacramento to have the drivetrain reinstalled, but then the landowner locked the shop down due to non-payment of rent! It was touch and go for awhile, but the situation was finally resolved and work continues now.

Pat's Pantera Painting: Patrick King's Pantera, which got whacked in the rear end, entered the paint shop at last.

Driving For Dinner Raffle: The winner was Forrest Goodhart.

Raffle Results: Roger Sharp and Brett Santos passed the hat with the following results:

Comedy Day Poster — Brian Bernard
De Tomaso Flag — Ron DeMaderios
Ratcheting wrenches — Chuck Melton
Air tool fittings — Brian Bernard
Bottle of wine — Tom Galli
Metric allen wrenches — Chuck Melton
Standard allen wrenches — Forest Goodhart
Car duster — Darryl Johnson
McGuiar's T-shirt — Brian Bernard
McGuiar's Polish — Tony Blevins

The meeting was adjourned to the parking lot shortly after 9:00 p.m.



Membership News

New Members for October:

We have no new members this month. The same was true last year and the year before that. It seems that the October time period is just not a good time for reporting of new memberships.

October Membership Anniversaries:

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

Larry and Shari Stock: twenty-four years **Brett Santos:** twenty-two years
Mike and Nancy Haney: eighteen years **Gary and Mary Ann Kono:** thirteen years
Jim and Barbara Murch: seven years **John and Cheryl Colombero:** three years
Steve Griffin: three years

Steve Liebenow Parts For Sale

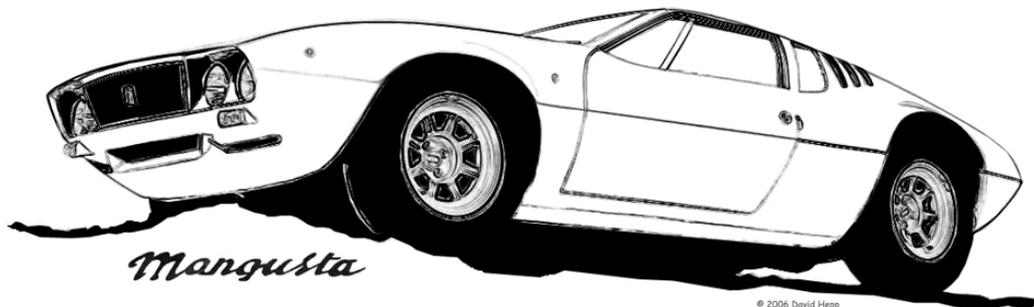
(408) 727-8678

Steven.Liebenow@att.net

I have a 4 bolt 351C short block for sale. +.030" bores, forged pistons. Will probably need new rings and bearings. Crank looks good so far on journals inspected. \$275

NOS ignition switches (electrical portion only!) \$225 to PCNC members.

NOS tumbler assembly for ignition switch with newer style key heads. \$50
(I'll bring this to the meeting for show-n-tell!)



Bearing the De Tomaso Standard in Marin-Sonoma

Story and Photos by Scott Pinsky

If you're a Pantera owner living in Southern California and planning soon to move north 450 miles to Marin County, on the far side of the Golden Gate Bridge, what could be more enticing than an invitation to exhibit at the first-ever Marin-Sonoma *Concours d'Elegance* and to join in the concurrently planned classics road rally through 60+ miles of rustic Marin County overlooking the blue Pacific? Well, not much really.

As a nearly lifelong "Angelino", I will soon be relocating to an old house in Marin that is now in the midst of a bottom-to-top restoration scheduled to conclude this winter. So after I convinced my lovely and patient wife Toni to endure another car show, I quickly sent in my application (using our soon-to-be-permanent San Rafael, CA address) and photos of my lovingly restored 1971 pre-L Pantera, chassis no. 1970, and waited to be honored with an invitation. My wish was fulfilled in due course and I was all lined up.

The event was the brainchild of local collector and all-round car-guy Charlie Goodman, who seems to be known to everyone in the region. "I'm a car collector of the past," Mr. Goodman has been quoted to say. "And I want people to see these cars as works of art, because that's what they are." A fair thought indeed. Mr. Goodman chaired the event, which drew about 200 mostly vintage cars to the Marin Center Fairgrounds, overlooked by the familiar Lloyd-Wright designed Marin



We drove through the small towns of Marin and out into the countryside, where we enjoyed a wonderful lunch

County administrative center hard by US-101 in San Rafael, about 15 minutes' drive north of San Francisco.

The day prior to the actual show, about 60 cars toiled down to Sausalito for the start of the drive through Marin. After check-in at a local café, some introductions and photos, the group snaked through the small towns and gentle hills of the County for a couple of hours, reaching Marin French Cheese Co. (a.k.a. The Cheese Factory; a.k.a. *Rouge et Noir*) for a much-appreciated, very delicious catered *al fresco* lunch and some more introductions. Conditions were pretty much perfect (sunny, dry and clear), save for the mercury level. My A/C was out for the weekend, which caused a little worry at first, but we were always moving fast enough to swirl some air through the cockpit and keep things tolerable. (At least it wasn't my cooling fans that failed!)

The next morning we drove over to the Marin Fairgrounds for the main event. Officially held as a benefit for Hospice by the Bay, a local non-profit, the concours drew a fairly wide assort-

ment of sports and touring cars from a variety of marques. As the sole representative (!) of the De Tomaso clan, I gamely took my place on the grass between a mid-'70s Rolls-Royce and a nice Maserati Bora.

Cars of all sorts encircled me. There were lots of the "Elegance-type" cars that I know essentially nothing about: Grand old cars with names like Cord,

Packard, Duesenberg, and Hudson. One beheld rivers of glistening, curvy sheet metal and chrome. Their magical hood ornaments alone could fuel a doctoral dissertation. Ignorance did not prevent my solemn admiration.

Closer to my heart, the sports car divisions were well-stocked with an awesome representation of horsepower and design flair. Some pedigree vintage Ferrari racers were among the stars in the sports category, including a red '50s-era 250 Testa Rossa, an excellent yellow 275 GTB, and a 250 GTO. Two exquisite vintage Mercedes Gullwings graced the field with their perennially futuristic styling and drew envy from many. Other attractions were well-restored Jaguar XKEs, two Shelby Cobras, and numerous cousins from the Alfa Romeo stable. There was plenty to occupy an enthusiast for hours.

As the only Pantera owner, I was interested to see people's reactions to my car, which I have restored to what I would describe as a reasonably high level of upgraded stock condition (i.e., new paint and rebuilt, improved motor,

with original body lines and interior finishes). More than a few spectators were truly enamored of our species, including one who pronounced mine her favorite example in the whole show. High praise indeed, even if entirely deserved!

In this summer of unprecedented automotive discontent, it was nice (if a bit bittersweet) to see that some of the nicest cars in the show were a group of fabulously restored domestics: Corvette Stingrays. There must have been a memo out to these guys, as I've rarely seen such a group of beautiful Corvettes—convertibles and hardtops, all with 95+ point paint—in one place. One entry won one of the two Best-In-Show awards, which were given in "Sport" and "d'Elegance" categories.

The event featured a few hot-off-the-presses models to savor as well, including Alfa Romeo's fabulous new supercar the 8C Competizione V8, some pretty new Lambos, and the NorCal unveiling of the new, super-sleek Fisker Karma, introduced by Henrik Fisker himself. A 4-door model, the Karma is still a beautiful sports car that features a one-piece solar glass roof and plug-in hybrid technology, which Fisker dubs "Eco Chic." An interesting display of other "green" vehicles included electric models from Zap Cars, Tesla and Myers Motors.

One could be forgiven for believing he was being time-traveled to Los Angeles in one area, however: the event's "Cars of the Stars" section



We were parked between an old Rolls Royce and a Maserati Bora

ended up being a pretty incoherent and underwhelming assemblage of vehicles whose only commonality was the possible fame of the owner. Thus, we were treated to a custom black 1935 Nash sedan owned by an alleged Metallica band member named James Hetfield. Not being a metal-head, this exhibit was lost on me, but I did relate more to a Tucker in this section, knowing that its owner is a fellow named George Lucas.

I am not that well-versed in Star Wars minutiae, but Mr. Lucas will soon be one of my neighbors in Marin. The Tucker in the show was apparently the basis for his 1988 film, *Tucker: The Man and His Dream*. Mr. Lucas evidently sent his regrets and unfortunately was not in attendance.

Another special exhibit was a group of cars from 1929 called "Curves, Elegance and Speed." It was unclear to me what passed for speed in 1929, but they looked good.

At the day's mid-point, all eyes went up from the grass to the skies to watch a formation fly-by performed by a group of Marin pilots in vintage military trainer planes. The pilots later walked the show in their flight suits to great admiration. It was a great diversion that other shows should consider trying to add to their agendas.

The event's only real drawback was unrelenting 90-degree heat throughout the day, but the temperatures were alleviated by lively live music and some terrific local food vendors. Mr. Goodman said it had been many years since Marin had seen such an assemblage of automotive hardware and nostalgia. Moreover, the vibe was decidedly less-flashy than often seen at other, snootier concours: "There were no egos," he observed. "People were so dedicated to helping hospice. The committee was incredible and the show has come off without a hitch," and the \$50,000 fund-raising goal was even exceeded.

The organizers fully intend to make this an annual event, so mark your calendars now for next year's date, May 16, 2010, especially if you're in the NorCal region. Wouldn't it be nice if next year's crowd had a few more De Tomasos to admire?

Readers with an interest in seeing some nice photos of the drive and the show can go to http://web.me.com/mborries/MarinSonomaConcours/Marin_Sonoma_Concours_/Marin_Sonoma_Concours_.html, or, if you're not up to typing all that stuff, then try this shortcut instead: <http://tinyurl.com/yz7ezjn>



The Ferraris included 250 Testa Rossa, 250 Tour de France, and 275 GTB

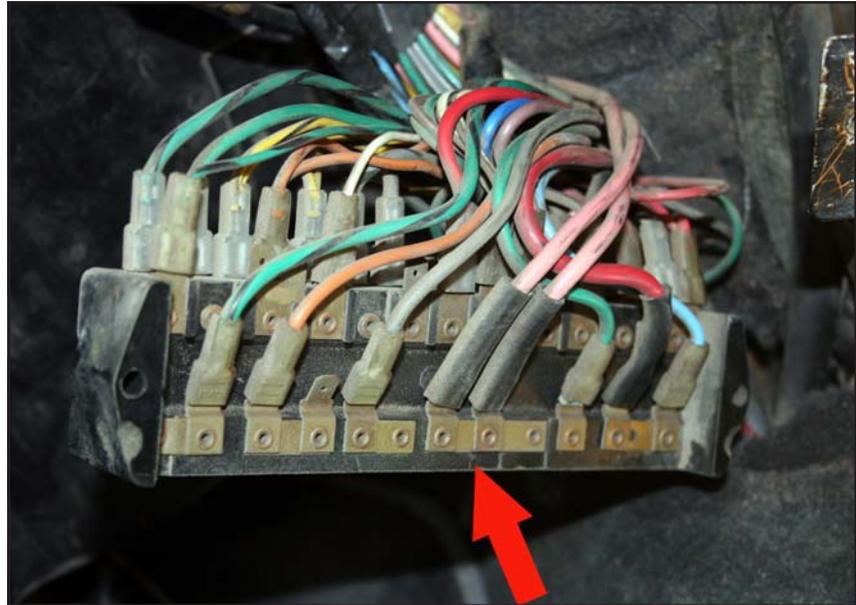
FIRE HAZARD WARNING!!

Story and Photos by Jim Murch

In working on these cars for more than thirty years, I thought I had seen pretty much everything. But some things still come as a surprise. I was installing shiny new hardware on the passenger side carpeted door that covers the main and window fuse boxes when I thought I heard a small pop, and I thought I saw a small flash. I didn't think much of it until my fingers got burned from a really hot shiny new screw. I gingerly removed the new hardware and investigated the cause.

What I have discovered is a problem that seems fairly widespread but largely ignored or at best, unreported and unpublished. This issue could cause major melting of your car's wire harness or a fire that could cost you your car. I was lucky. It cost me two burned fingers and a little bruise to the ego.

Much of the replacement hardware from your local hardware store or from the various vendors is too long. Generally the supplied screws are intended for the console gauge cover and are 1 to 1 1/2 inches long.

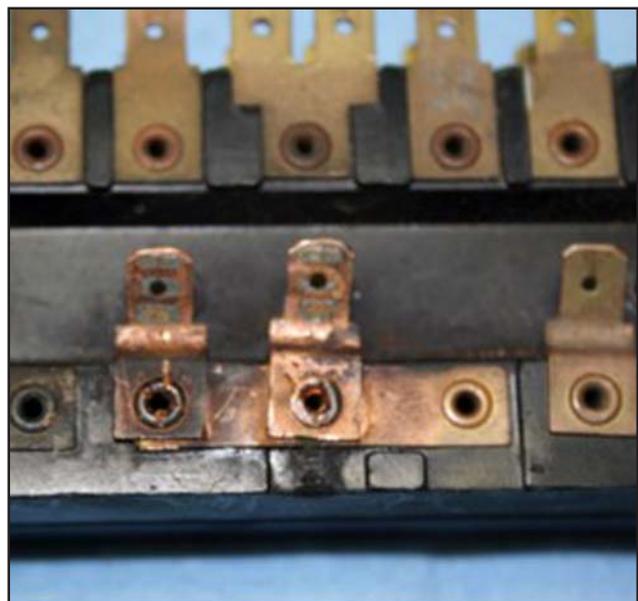
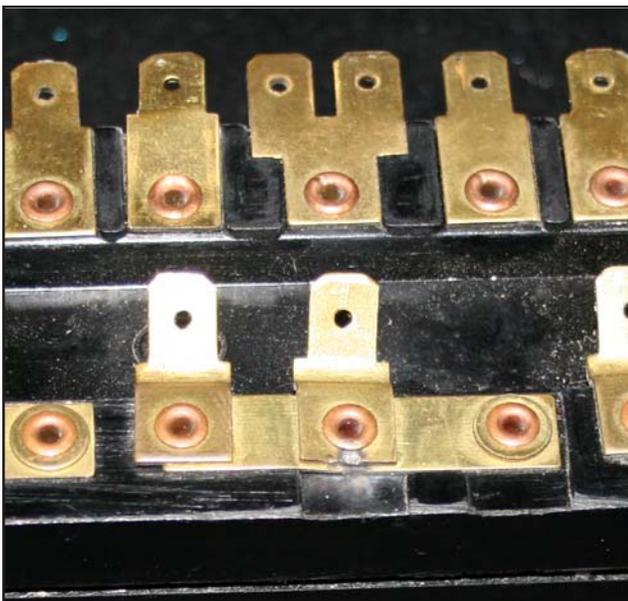


The arrow points to a tiny burn mark on the plastic body of the fusebox, caused by the fusebox cover bolt touching the unfused power strip

The clearance between your Fuse Panel door bracket and the back side of the fuse block can be as little as 1/2 inch. The fuse block is not shielded or protected and the fuse positions affected, F7, F8, and F9, are wired directly to the ammeter and from there straight to the bat-

tery. IT IS NOT FUSED OR SWITCHED.

As you can see from the pictures, this is not an isolated incident. When replacing hardware, always check the clearance behind the panel or brackets and use the shortest lengths practical.



Here are two other fuseboxes which exhibit the same problem; the one on the right was significantly damaged



2009 PCNC Christmas Party and Awards Banquet

**When: Friday December 18th 6:30 P.M. to 11:00 P.M.
Dinner will be served promptly at 7:30 P.M.**

**Location: Trader Vic's / Dinah's Garden Hotel
4261 El Camino Real
Palo Alto, Ca. 94306**

Dress: Holiday dressy

Cost: \$55.00 per person, make checks payable to PCNC.

RSVP: Menu choice and Payment by Dec. 14, 2009.

**Send to: Garry Choate
2523 Dos Rios Dr
San Ramon, Ca. 94583**

**Menu Choice: Barbecued Filet of Beef, Macadamia Crusted Mahi Mahi,
Szechwan Butterfly Prawns or Corn-Fed chicken breast**

No Host Bar

**Overnight: Those wanting to stay overnight at Diana's Garden Hotel can call,
800-227-8220 to make reservations. Ask for the Pantera Club room block.**

**Special room rates per night are: Garden Room \$95.00
Deluxe Room \$120.00
Suites are available**

Breakfast not included

Questions: Email garryc15@comcast.net or call 925-837-2873





Russ Britschgi
143 Carlyn Ave.
Campbell, CA 95008

NEXT CLUB MEETING

**THURSDAY, October 29, 2009
8:00 P.M.**

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

UPCOMING CLUB EVENTS

November 14 ————— Lori Albino Tech Session (Mike Drew)

December 18 ————— PCNC Christmas Party (Garry Choate)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH