



news

A Chapter of POCA

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PRESIDENT

Mark Bailey
(669) 333-2544
MarkPantera73@gmail.com

VICE PRESIDENT

John Tomlin
(408) 221-3926
JohnLTomlin@aol.com

SECRETARY

Mike Drew
(707) 628-3317
MikeLDrew@aol.com

TREASURER

Larry Finch
(559) 281-3497
FresnoFinches@aol.com

CLUB STORE

Irene Smith
(209) 419-1366
IGSmith50@icloud.com

LIBRARIAN

Forest Goodhart
(831) 724-3763
ForestG@att.net

**MEMBERSHIP
COORDINATOR**

Brent Stewart
(408) 768-0649
Brent.Stewart@yahoo.com

**EVENTS
COORDINATOR**

Lou Brizzolara
(415) 203-4018
LBrizzolara@ahmassoc.com

**MOTORSPORTS
COORDINATOR**

Bob Benson
(408) 209-7677
RCBSons1@aol.com

RAFFLE CHAIRMAN

Brent Stewart
(408) 768-0649
Brent.Stewart@yahoo.com

WEBMASTER

Denny Morse
(408) 922-9336
Denman@gmail.com

No Meeting Minutes...

Due to the fact that there was no monthly PCNC meeting in April, there are no minutes to report, and thus (hopefully!) no corrections that will have to be made in next month's newsletter!

The club's May meeting is cancelled because of the stay-at-home restrictions still in place, but there is a distinct possibility that the June meeting will be held at the normal place and time, assuming the various restrictions are lifted and we feel it is sufficiently safe. Watch for e-blasts with the latest information as the June date draws nearer. All proposed club events are similarly on hold, although we have ambitions of filling up the calendar once the restrictions are lifted. Concorso Italiano, Pebble Beach Concours and virtually all associated Monterey weekend events have been cancelled, and while the vintage races may take place, it's unknown if spectators will be allowed.

Here's looking to a great 2020—eventually!

Membership News

New Members for May:

We have no new members this month.

May Membership Anniversaries:

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

Bob Crowell: 29 years

Garth and Leslie Rodericks: 17 years

Terry Griggs: 15 years

Gary Spratling: 13 years

Brent and Bev Stewart: 12 years

Jeff Files: 4 years

Katherine Gerloff: 17 years

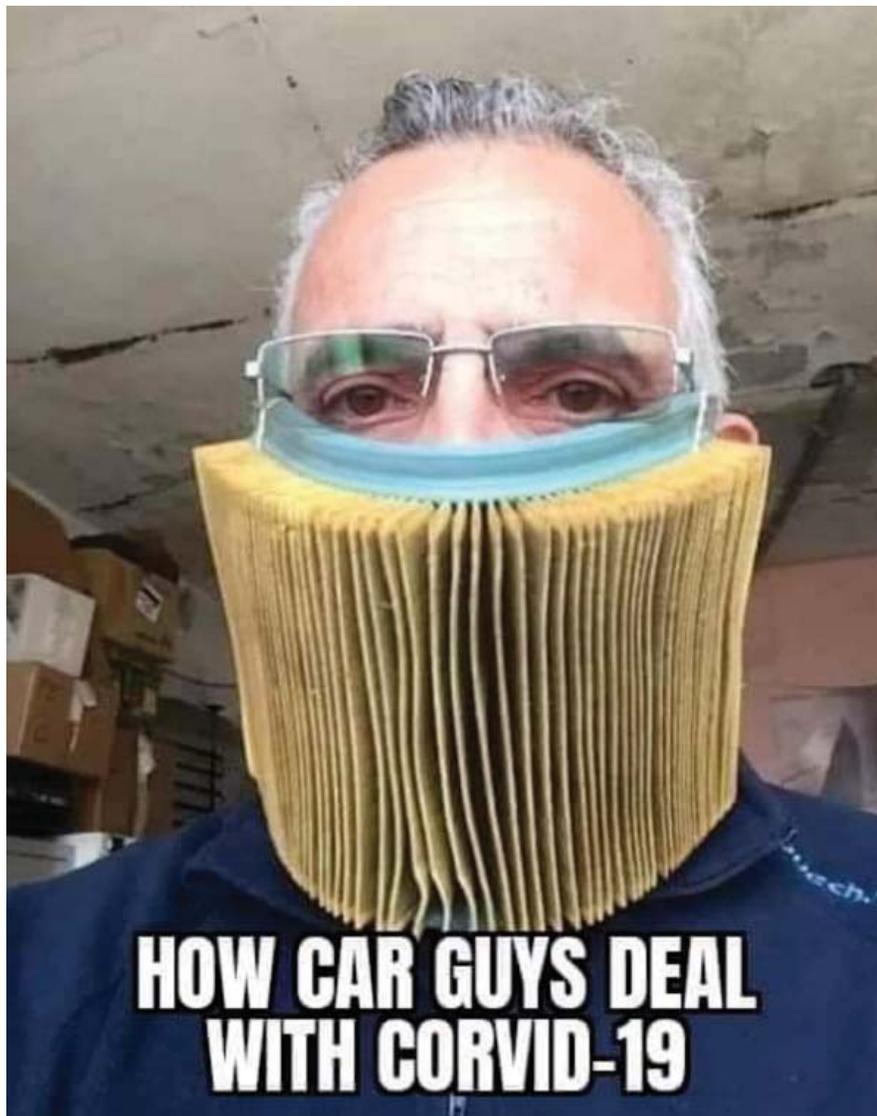
Scott and Susie Carpenter: 16 years

Dan and Annie Lem: 13 years

Dennis and Carol Wilson: 13 years

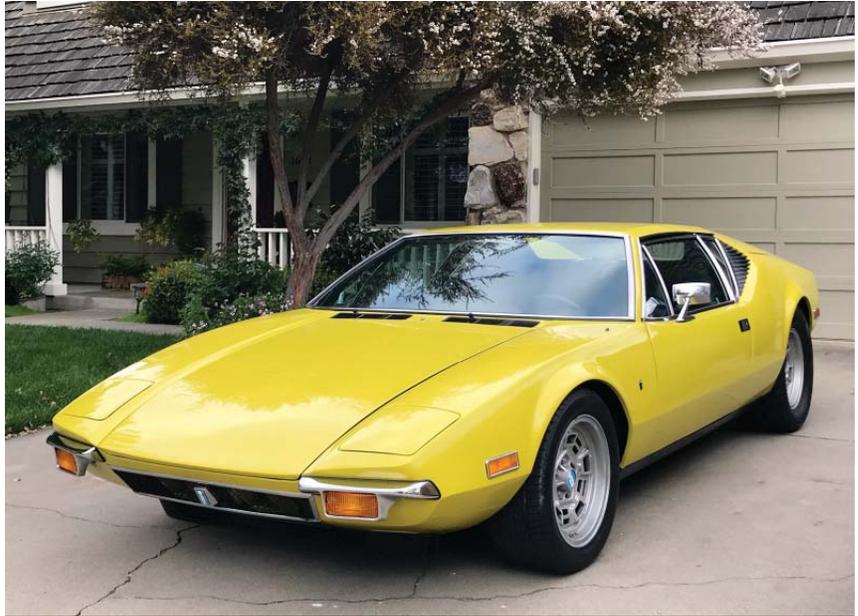
Richard and Tamara Spratling: 9 years

Jim and Nicole Gearing: 1 year



News, Clues and Rumors

Garth's Pantera Back On The Road: There are a few bright sparks of good news amid all the Covid 19 lockdown depression. Garth Rodericks suffered a minor parking lot fender-bender more than a year ago, which precipitated a full bare-metal strip-down and repaint by PCNC member Mike Dapper, who runs a body shop in the east bay. Mike did an extremely meticulous job, meaning of course it took longer than anticipated, but the results are well worth it! Garth picked up the car a few weeks ago and has been happily driving it almost daily.



Harbor Freight Recalls Jack Stands: Harbor Freight Tools has issued a massive recall of Pittsburgh-branded 3-ton and 6-ton jack stands because they could drop suddenly. Usually the advice when working on a car is to always use jack stands, and never rely on a hydraulic jack to keep a car in the air. If your jack stands are from Harbor Freight Tools, however, don't use them at all until you have verified they are not one of the 1.75 million units covered in the recall. When things go wrong with a jack stand failure, it's very, *very* bad. The recall applies to jack stands with part numbers 56371, 61196, and 61197. The recall notice, shown here, explains where to find the item number on each one.

The recall notice states that "...there is a potential, while under load and with a shift in weight, for the pawl to disengage from the extension lifting post, allowing the stand to drop suddenly." Not all the jack stands that Harbor Freight sells under the Pittsburgh brand are covered, as it uses several suppliers and states that it had no reports of defect in those made by other manufacturers. Harbor Freight's safety recall report, filed with the National Highway Traffic Safety Administration (NHTSA), explains that it believes the problem only affects the most recent five percent produced, but because failure could happen without any warning, every stand with these part numbers will be recalled.

The statement says, "It was determined that product quality was inconsistent due to aging of the tooling and inconsistent location indexing of the pawl armature hole. All jack stands imported from this manufacturer as part number 56371, 61196 and 56371 are included in the recall population. Although we believe this issue arose in more recent production batches, because we are not able to confirm that earlier production units do not have this issue, out of an abundance of caution we are recalling all units prior to the recall date."

The good news is you get your money back so you can buy new jack stands (or if you would rather get your next set of jack stands elsewhere, you can get a store credit instead). Simply bring your recalled jack stands into any Harbor Freight store and they will issue a gift card for the retail

value plus any applicable sales tax.

Note that Harbor Freight jack stands were among the prizes awarded in past PCNC Christmas Party raffles, so this likely affects at least some PCNC members.

For more information, you can e-mail recall@harborfreight.com.

SAFETY RECALL

3 Ton and 6 Ton Heavy Duty Steel Jack Stands item numbers 56371, 61196, and 61197

For certain units of the Pittsburgh Automotive 3 Ton and 6 Ton Heavy Duty Steel Jack Stands there is a potential, while under load and with a shift in weight, for the pawl to disengage from the extension lifting post, allowing the stand to drop suddenly. This condition could cause serious injury for people near or under a lifted vehicle, and/or damage to property.

STOP USING THESE JACK STANDS IMMEDIATELY

ITEM #:56371

56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand



ITEM #S: 61196, 61197

61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand.



THIS RECALL ONLY CONCERNS JACK STANDS WITH THE ITEMS #61196, 61197, or 56371

The 61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand. The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.

Following the lifting of any applicable "Shelter At Home Orders", please bring your 3 Ton and/or 6 Ton Heavy Duty Steel Jack Stands, item numbers 61196, 61197, and 56371 to your local Harbor Freight Tools store to receive a Harbor Freight Tools gift card equal to the retail price of the jack stands you originally purchased (plus applicable tax).

For more information email: recall@harborfreight.com.

An Unsung Hero

The Life of Giorgio Molinari

Story and Photos by Mike Drew

The list of names widely associated with the development and production of De Tomaso cars is almost unreasonably short, when one considers the enormous effort involved in bringing an automotive concept to fruition. Besides the obvious, Alejandro De Tomaso, probably the most commonly affiliated names are of the Pantera's body designer, American expatriate Tom Tjaarda, as well as Gian Paolo Dallara, the engineer who is mostly credited with producing the chassis of De Tomaso cars, and Ing. Aurelio Bertocchi, who was Dallara's replacement when he left to join Iso in 1973. But just as De Tomaso was the public 'face' of a business enterprise whose actual work was done by others, Dallara was a manager who supervised other talented engineers who actually took care of the design details.

Once such engineer was a fellow named Giorgio Molinari, an unsung hero whose *Curriculum Vitae* includes time spent down in the engineering trenches of virtually all the major Italian sports car manufacturers, including Maserati, Stanguellini, ATS, Serenissima, Ferrari, Lamborghini, and of course, De Tomaso. Even though he was directly responsible for numerous chassis designs for each of these storied companies, his work, and his life, have gone completely unnoticed.

Until now.

David Rodríguez Sánchez is a Spaniard with an unbridled fanaticism for Italian automotive design. Although he is a man of very humble origins and modest means who will never be able to afford to own anything apart from a most plebian car, that doesn't deter his enthusiasm, and his sincerity and obvious appreciation for the finer aspects of automotive design have enabled him to cultivate close friendships with a host of the most legendary players in the Italian design sphere. (Coincidentally,

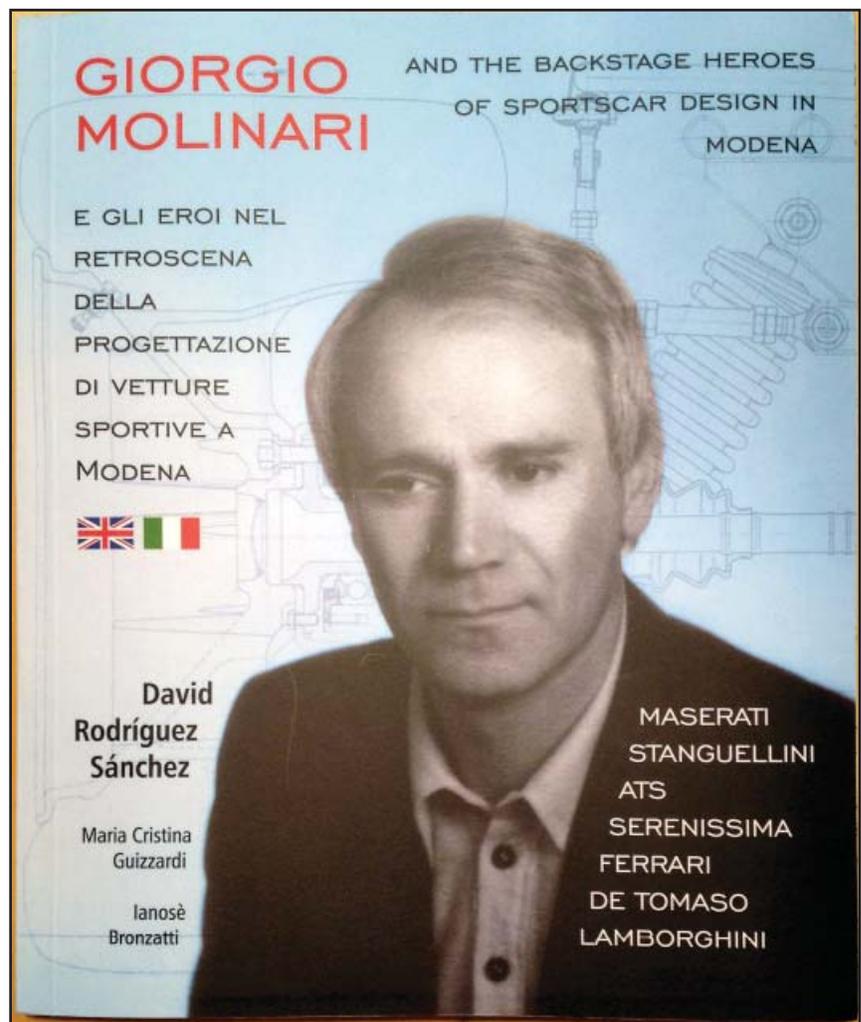
he made friends with Charlie McCall when he first moved to Spain, and then we became friends upon first meeting in 2001, and we traveled to the 24 Hours of Le Mans together several times).

Along the way, he developed a fascination for Giorgio Molinari, and he decided to document his technical accomplishments by publishing a book about him, consisting of reflections and ruminations from his many engineering colleagues, as well as an unbelievable amount of never-before-published images and drawings.

What followed was a true labor of love, achieved by traveling around Eu-

rope and conducting interviews with any number of Molinari's colleagues, who not only shared their sentiments of the man, but also opened up their personal archives, revealing a treasure trove of undiscovered photos, along with fascinating documents and drawings.

The resultant book is truly unique. Titled *Giorgio Molinari and The Backstage Heroes of Sports Car Design in Modena*, it is published with both English and Italian text, and is structured in a chronological fashion, showing his progression from an apprentice at Maserati starting in 1952, right up to his retirement from Lamborghini in 1996.



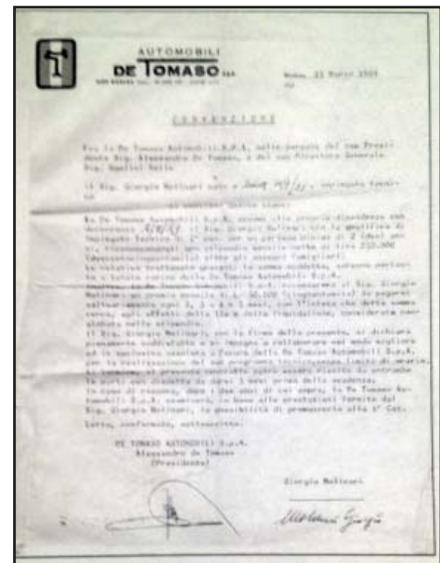
Rather than a dry accounting of simple facts, it is a collection of interviews with dozens of people, who together do a great job of painting a picture of the dynamic and invigorating period widely known as the Italian Economic Miracle, when Italy rose to prominence from the rubble of WWII to establish itself at the absolute forefront of automotive design and engineering.

There is a lengthy chapter devoted to his time at De Tomaso. He was hired there on April 8, 1969, and remained until February 28th, 1973, at which point De Tomaso's design department had stagnated and he left to pursue opportunities at Lamborghini. While at De Tomaso, his principle accomplishment was designing the chassis and steering systems for the Pantera. He also did the same for the De Tomaso F2 and F1 single-seaters, and later, the four-seat De Tomaso Deauville, whose chassis was later shortened to serve as the underpinnings for the Longchamp.

The book gives a fascinating and never-before-seen insight into exactly how things actually worked within the Italian automotive industrial environment. Each of the people interviewed speaks as much about himself as Molinari, which definitely fleshes out the book and gives a much broader picture, providing context that has never before been revealed at this level.

The accompanying images are worth the price of the book itself, particularly if you are a fan of the other Italian marques. Molinari worked on the suspension design of countless cars, including the legendary Maserati 250F single-seater, the Maserati Tipo 60 "Birdcage", both the ATS road car and F1 car, the Ferrari 206/246 Dino, the Maserati Bora and Indy, all Lamborghini cars from the Countach to the Diablo, and many more.

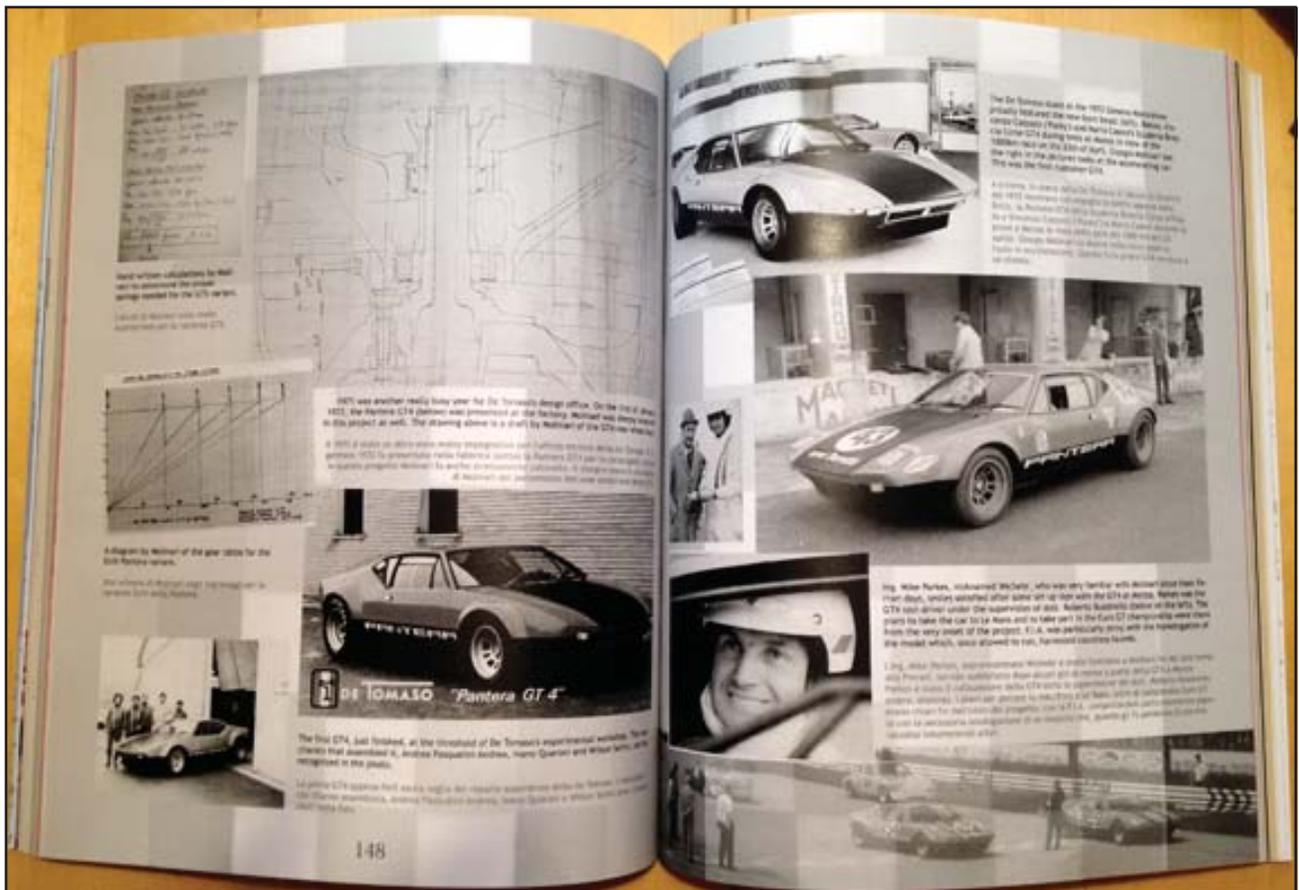
It's a fascinating read, beautifully published in a somewhat informal



This is Molinari's initial employment contract with De Tomaso, dated March 23, 1969. On March 2, 1971 he was promoted to 'technical employee of the first category' and given a pay raise, and got another raise on January 28, 1972



Molinari was intimately involved with the Williams/De Tomaso 505 Formula 1 effort in 1970

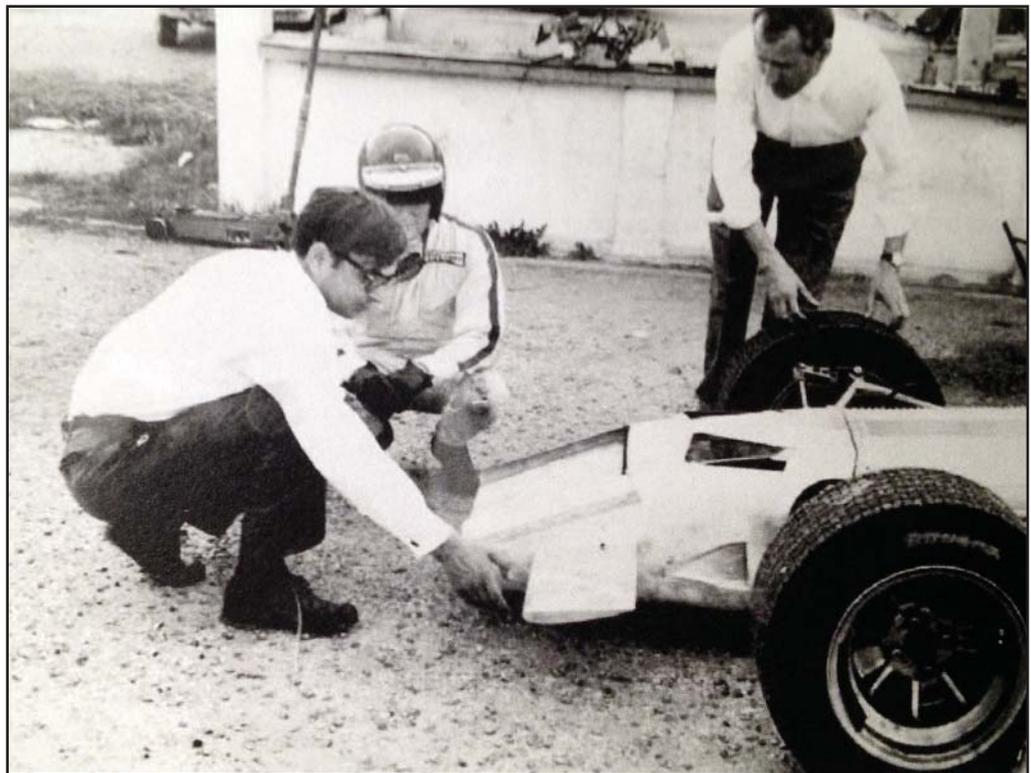


Molinari redesigned the suspension for the Gr4 Pantera. Shown is an engineering drawing of the hub carrier, as well as hand-drawn calculations for revised spring rates, and a diagram showing speed vs. rpm in each gear

manner, looking almost like a scrapbook. As a self-published affair, it is available directly from the author. The cost is 45€, but international shipping via registered mail brings the total cost up to right at \$100.

Considering the effort that went into its production, and the fact that the stories and images contained within will never be seen elsewhere, it's definitely worth the investment. It's also a perfect way to help pass the time during our Covid19-induced quarantine!

To purchase a copy for yourself, send an e-mail to David at Yuragarin1961@yahoo.es.



Molinari (right) considers aerodynamic tweaks to the 1969 De Tomaso F2 car with Ing. Giam-paolo Dallara and driver Jonathan Williams



Lori Drew
136 Lighthouse Way
Vacaville, CA 95688



NEXT CLUB MEETING

Your Guess Is As Good As Mine, 2020
7:30 P.M.

HOLDER'S COUNTRY INN
998 S. De Anza Blvd, San Jose

UPCOMING CLUB EVENTS

All Upcoming Events Postponed Indefinitely....

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH