



news

A Chapter of POCA

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No Meeting Minutes...

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

Because of the ever-shifting policies of the various governmental agencies attempting to cope with the Covid19 virus, we have given up trying to guess when we will be able to host our next club meeting. All we can promise is that we will keep you informed as and when we are able to forecast a viable meeting date.

This newsletter is a couple of weeks late because the editor found himself on an all-expenses-paid holiday to Afghanistan, and failed to look at the calendar and thought there was another week in July! He is slated to return to Afghanistan shortly but plans to get the August issue out upon his return.

Membership News

New Members for July:

The club is pleased to welcome back **Phil Graham** of South San Francisco, after an absence of many years. Phil has owned his '72 Pre-L Pantera #2493 since 1982, and

was a very active member of PCNC in the 1980s and 1990s, before other interests went to the fore and he dropped out. After retiring from his job at Delta Airlines, and with lots of time at home due to Covid19, he has rediscovered his Pantera and is determined to get it back in good working order. Phil has two sons, Steve and Shaun. With Steve as driver, they campaigned a 2016 Camaro in



NHRA Pro Stock. Earlier this month it ran a 6.61 ET @208 mph at Sonoma. Shaun has a car collection and business in San Jose, and will hopefully be able to host a socially-distanced BBQ and scenic drive for PCNC in the near future!

Also joining the fold is **Robert Canepa** of Diablo (outside Danville). Robert is currently on the hunt for a Pantera.

Similarly pursuing that endeavor are **Charlie and Andrea McKee** of Alamo. He is shopping for an unmodified Pre-L, bordering on concours quality, but able to be driven and enjoyed, and is looking to get involved with the group as he finds his car. He currently has a '66 Shelby Mustang GT-350 that he races at Monterey in the vintage races and a '66 Sunbeam Tiger that has won awards, most notably at the Long Beach Concours.

July Membership Anniversaries:

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

Jack and Jane Bartole: 29 years

Ron and JoAnn Singley: 20 years

Barry Hosier: 17 years

Ron and Bobbie DeMaderios: 14 years

John and Kathy Buckman: 8 years

John and Billye Pedretti: 6 years

Patrick Eagle: 2 years

Stuart Shultz: 1 year

Gary Glenn: 23 years

Tom and Liz Hasenberg: 19 years

Bob Paizs: 16 years

Bud and Jan Millard: 9 years

Hank and Naomi Szeto: 8 years

John and Barbara Webber: 4 years

Chad and Carmen Aarensen: 1 year

Have You Driven A Ford Lately?

Story and Photos by Mike Drew

Despite the Covid19 crisis, some people are still determined to enjoy life and are trying to make the most of a difficult situation. One such fellow is Simon Vels, a noted Dutch De Tomaso collector and serial buyer and seller of Panteras (to the tune of about a dozen each year!), who lives outside Amsterdam; many of you have met him in the hospitality suite at the POCA Fun Rally or Los Laureles Lodge. For years, he has had an itch to own a Saleen S7, an extremely limited-production Ford-powered mid-engined supercar (only 59 street cars were produced, some with twin-turbos, plus another 20 dedicated race cars). He has made several tentative attempts at buying one, but was always dissuaded by the high price. Each year, the prices kept going up, and he kept getting one year older, and the events of the past few months finally convinced him that life is for living, money is for spending, and Saleens are for buying!

Many of you also know Ron Wade, of Vancouver, Washington (right across

the river from Portland). Ron is a self-made millionaire who bought an S7 new in 2004, and then when the twin-turbo model came out in 2006, bought one of those too! Unlike most owners, he drives his cars (he owns the very last USA-model Pantera GTS and has driven it repeatedly to the Fun Rally and to Pantera events across the country), and he has driven each of his Saleens to a POCA Fun Rally.

I introduced the two of them four years ago, and Simon made an effort to buy his 2004 S7, but they couldn't agree on a price. Recently Simon approached him again, and the asking price was substantially higher than before, but this time Simon agreed and a deal was done.

Normally when spending these sorts of sums, he would fly out and inspect the car in person, but due to the travel restrictions in place, he wasn't able to do so, and so he asked if I wouldn't mind taking a peek at it for him to ensure it was everything it was

purported to be?

Hmm. Take a free one-hour flight to then test-drive a 580-horsepower mid-engined supercar? Twist my arm!

And so it was that Lori and I jetted up to Portland where Ron picked us up in his 680-horsepower supercharged Roush Raptor pickup truck (notice a theme developing here?) When we arrived at his house, I noticed a brand new 2020 Ford GT in the garage (along with a supercharged Corvette ZR1, both painted exactly the same color) and offhandedly mentioned that I would like a chance to look at it, since I had never seen one up close. Instead, he figuratively tossed me the keys and insisted that I drive it!

What followed was a wonderful, if a bit nerve-wracking 30-minute drive over a combination of two-lane twisty roads (which devolved to bare gravel in some places!) and insane freeway onramp acceleration blasts. The chassis is magnificent, the brakes are arguably a bit too touchy, and the motor develops tremendous horsepower, as you would expect.

However, I found myself oddly underwhelmed by the whole thing. I've been fortunate enough to drive a 2006 Ford GT (which Ron also has, naturally), and I have to say I preferred that car considerably over its newer sibling. The new one is loaded to the gills with tech, all of which takes a tremendous amount of getting used to. There is a lot of complexity for its own sake, all of which distracts from the driving experience, especially



Almost all of Ron's cars are painted some variant of the color found on his Pantera GTS, and his 2020 Ford GT is no exception

when it's somebody else's zillion-dollar supercar. The paddle-shift gearbox takes some getting used to, and it was simpler to just leave it in Auto, although it would then upshift when I didn't want it to, so I was constantly arguing with it.

And the exhaust note was the most harsh, grating, unflattering thing I've ever heard. No matter how you try to gussy it up, at the end of the day, almost any V-6 makes a terrible noise, but this one was worse than most. Even as it provided ungodly amounts of forward thrust, it sounded like an old Soviet taxi—completely uninspiring.

I have a sneaking suspicion that most owners of the new Ford GT are secretly disappointed in the car but are

too proud to admit it!

We then Raptored our way to Ron's museum, where he has several dozen truly superlative collector cars, and I was able to evaluate and then drive the S7. This was a different kettle of fish entirely! Unlike the Ford GT, this was a completely analog supercar, totally devoid of any blinky-light BS. It has an engine (a powerful fuel-injected 427-inch Ford Windsor engine, mind you), a six-speed RBT ZF transaxle, a shifter, and four pedals (including a dead pedal). And that's it.

What more do you need? Nothing, as it turns out.

The engine started up instantly, and the big stroker Windsor sounded

immediately familiar—not entirely Pantera-like, but certainly close. The floor-hinged pedals took some getting used to, and were close enough together that I had to forgo shoes (I stupidly left my driving shoes at home), but the shift linkage was direct and positive, with a conventional shift pattern (no dogleg first like the Pantera). Visibility was superb and the high-mounted door mirrors gave a good idea of what was happening alongside. Ron had his car fitted with a center rear view mirror (not normally found on these cars) which worked very well too.

Once on the freeway, a bootful of throttle resulted in instantaneous forward urge, with no hiccups or drama.



Ron's Saleen S7 parked alongside some of the many truly significant cars in his broad and eclectic collection. Behind it is one of two 1932 Chrysler Imperials (the other is a sedan), and in front is a 1958 Cadillac Eldorado Brougham, which was an extremely expensive hand-built car that GM commissioned to take on the finest marques in the world. Costing double what a "normal" Cadillac would demand, it was more expensive than even Rolls Royce, and was arguably the most sophisticated car in the world at the time. Only 704 were built in 1957-58. Behind them are a variety of 1950s and 1960s Fords, Cadillacs and Packards, along with some 1940s Chevys. The other half of the building is filled with modern Supercars, including McLaren, Corvette, Saleen, Viper and more (and of course his Pantera GTs). In another building is a zero-mile Pantera GT5-S that has been undergoing a conversion to a Kustom Kar since it was new—a never-ending project that is just a bare metal (and carbon fiber) shell at the moment and seems decades away from completion....



The Saleen S7 is unquestionably the finest automobile I have ever been privileged enough to drive. If you ever get a chance, I recommend it highly!

Rather than a Pantera, instead it felt like a really big 1960s Ford GT40, with a more civilized (but still relatively Spartan) cabin. The brakes were extremely effective without being overly aggressive, the steering (only faintly power-assisted with a Toyota MR2 pump) was light and direct, and its easy to see how such a car could be as successful as it was in international endurance racing. Ron had softer springs fitted to his car, to facilitate multi-day road trips (two weeks after he bought it, he drove it to Detroit for the Ford 100th Anniversary celebration), and this made the car easily as comfortable as any modern car. It was even reasonably quiet inside.

In short, it's brilliant. It's tragic that only 59 roadgoing variants were ever produced, arguably because their high six-figure price tag kept buyers away. It was about four times as expensive as a high-end Ferrari and three times as expensive as the best Lamborghini, and 'only' had a Ford engine, so sales weren't what Saleen had hoped for. But that doesn't change the fact that it's simply fantastic!

As soon as the drive was complete, I gave Simon a glowing review, and in short order the funds (lots of funds) were transferred and the car was loaded on a container heading for Europe.

Besides letting me drive and pho-

tograph the car, Ron and his girlfriend Vicki proved themselves to be fantastic hosts, squiring us about and showing us the sights (or at least trying to—the state governments up there were ridiculously paranoid about the virus and even

closed state parks, which meant a road trip to view a waterfall was a bust, and we had to skip a trip to Mt. St. Helens). We managed to enjoy a couple of terrific meals alongside the Columbia river, along with great conversation and the fellowship that POCA is known for.

All too soon we were back on the plane heading home. But having had a good look

around Ron's garage, and with a sincere invitation for a return visit in-hand, I'm already looking forward to seeing them again soon, and spending some quality time behind the wheel of some of his other fantastic cars too!



Engine Pull Tech Session

Story and Photos by Lou Brizzolara

Recently a few of the member of PCNC braved the hostile virus environment and gathered together to help one of their own—me!

This all started when my Pantera L #5436 developed a coolant leak out of the right rear corner of the engine, where the cylinder head meets the block. Clearly it was a head gasket issue, which I could perhaps have fixed *in situ* if I really wanted to.

Some time ago, I had thought of acquiring a spare 351C as they have started to become rather rare in the past few years. When Mark Bailey's 351C (out of his '71 Mach 1 Mustang) became available last year, I bought it and had Dan's Machine Shop in Livermore do a full rebuild. When the engine in my car started leaking, I decided to replace it with the rebuilt one, and then I will rebuild the original engine and keep it as a spare.

I decided to approach the project as an "eating the elephant" affair. I was determined to take my time, but committed to doing something every day. This, along with much good advice from Forest Goodhart, got me to the point of complete disconnection and engine/transaxle extraction.



Greg Taylor mans the hoist, while Forest Goodhart gets down and dirty in the engine bay and Lou's cousin Tony checks for clearance at the front

On a sunny July Saturday, Forest, joined by Greg Taylor, Gary Kono, and my cousin Tony Corbelletta showed up at my house, and the extraction party

commenced. With masks aplenty and maintaining as much social distance as one can under the circumstances, in about an hour and a half the engine and



In the preceding weeks, I had done most of the preliminary work, so it was a relatively easy job to lift the motor out



Before we knew it, the rather sorry-looking engine and gearbox combination were free from their moorings and ready to be separated.



Now that the engine is out, I will take my time sorting out various issues inside the engine bay. There is no rush, but I want to get the car back together within a few months

gearbox were out and separated from one another.

After a thorough degrease and power wash (both for the components

and for me!), I'm now in a cleanup and cosmetic stage while I wait for a few parts to arrive prior to reassembly. While there is plenty of access, I've

decided to upgrade the air conditioning, alternator, starter, and a few other odds and ends.

Stay tuned for the next episode!

Tech Tip: Steering Column Screws

Story and Photos by Larry Finch

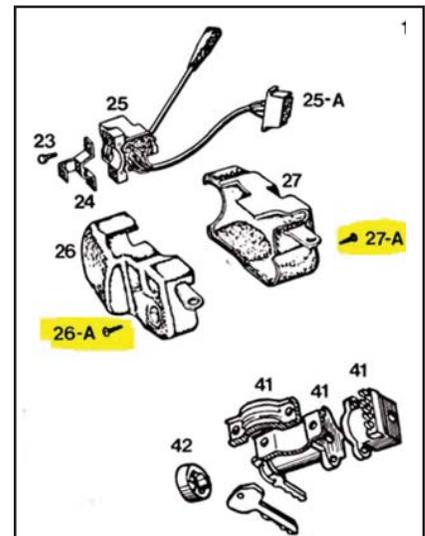
Recently, Garth Rodericks asked a rather non-obvious question: exactly what kind of screws are used to secure



the plastic housings that surround the ignition switch and steering column? Oddly, these screws are completely different in type and character from one side to the other, and as there is lots of 12V running around in there, the potential pitfalls of using the incorrect/too-long screw are great.

Fortunately Larry Finch was at that specific spot in assembling his Pantera and had the answer at his fingertips. One screw is a flat-head #8 x 36 threads-per-inch Phillips machine screw, length .375", and the other is a #8 sheetmetal oval-head Phillips, length .625".

So now you know too!



Wings and Wheels in Sonoma

Article by Ron Southern

Photos by Ron Southern and Guy Foster

With all the Covid19 restrictions, it has been difficult to enjoy our Panteras as we are accustomed to, but things are improving. Recently, five PCNC members attended a “Wings and Wheels Coffee Klatch” at our nearby Sonoma Valley airport on June 20th; Myself, Larry Laino, Steve DeMaderios (+ son Roman) in our Panteras, with Tom Leonard in his #2 ride Ford GT, and Patrick Eagle in his #2 ride Porsche. Joining us was Patrick’s friend, fellow Porschefile and photographer Guy Foster with his Porsche 718 Cayman.



As a first tentative return to normalcy, the North Bay Air Museum hosted a Cars and Coffee gathering at the Sonoma Valley airport. We met off-site so we could travel in together

Guy’s photography skills were soon enabled because just after lining up along the runway and taking that first foggy

morning photo, my camera’s battery failed, and then he took the rest of these beautiful photos of all of our cars.

The entire length of Sonoma’s north-south runway was filled with hundreds of socially distanced rods,



Despite Africa-hot temperatures elsewhere in the region, the morning of the show dawned foggy and cool—perfect weather for enjoying our cars together (but not too together!)



Tom Leonard's Ford GT standing in for his Pantera



The 5.4-liter mod motor Pantera of Steve DeMaderios

customs, trucks, low riders, race cars and our four beautiful Ford-powered exotics, with a pair of Porsches as a back up, and everyone attending had their obligatory face masks.

Large amounts of coffee, soft drinks, donuts, pastry and even McD's breakfast sausage + egg sandwiches were served to all in a giant hanger that was filled with vintage aircraft pieces and parts, and my favorite was the Pratt & Whitney 9 cylinder ra-



Ron Southern's Pantera L, which he has owned since the mid-1970s



Larry Laino's Pre-L Pantera, sporting ultra-desirable 10-inch rear wheels

dial engine on a stand, swinging a huge Hamilton Standard propeller, with pistons the size of gallon jugs.

Several vintage aircraft (including a P-51 Mustang and a P40 Warhawk) were parked out on the open taxiways, as perfect park/pose with your car photo ops.

The organizers of the event are planning more of these displays in the coming months, and we plan to attend as many as possible, with as many of our PCNC Panteras as possible.



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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