
Volume 24

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Minutes of Meeting 27 March, 1997

The meeting was called to order at 8:07 p.m. by vice-President Michael Fertitta. All officers were present (even the wayward secretary!) except for President Ellis Woumm, who was down in L.A. on a vainglorious mission to recover his still-being-repaired Pantera. 33 Members signed the sign-in sheet, and there were six Panteras in the parking lot.

New Members/Guests: There were a few folks in the crowd we hadn't seen in awhile. Long-time members **Peter and Rosemarie Herke** have returned from their new home in Florida and will be staying at their San Ramon home through June, preparing to sell it. In the meantime, we can expect to see them at our club meetings and events. **Frank Wissman** has visited our meetings

several times in the past as a guest of Lee Scales. Now he's taken the plunge and joined PCNC as a for-real member. Frank isn't fortunate enough to own a Pantera (yet), but he does have a lovely Ferrari 246 Dino and a very stationary Maserati Merak, the latter a victim of terminal gearbox woes. Frank was especially grateful for the ZF gearbox tech session later in the evening!

Changes to Last Month's Minutes: There were no changes noted.

Club Library Report: Sharon reported the library was once again in the trunk of their car. She is working on an inventory which will be published in an upcoming edition of this newsletter.

Club Store Report: Bill kept his report extremely brief. He showed a sampling of new merchandise he's acquired for sale in Las Vegas, including a new design of t-shirt and sweatshirts, the latter only available in L and XL, unfortunately for those of us diminutive in stature.

The most important item on Bill's mind is getting the club store to Las Vegas. Usually at least one member drives in a larger non-Pantera vehicle and carries the store, but this year, it seems we're all taking Panteras. If anyone is planning on driving their truck or similar vehicle to Las Vegas, please give Bill a call! Also, he's working on securing volunteers to man the PCNC club store while in Las Vegas. While he has a few volunteers lined up, he needs several more to ensure the store stays up and running the entire time. Last year, there were periods when the store had to close because there was nobody to man it, and that potentially cost the club money in lost sales. He'll have the sign-up sheet at the next meeting.

Past Events:

Fuel-Hose Tech Session: This event at Brian Bernard's beautiful home was an unqualified success. Despite the fact fewer people than normal attended, we still got a lot accomplished and had a terrific time. Although the principal goal of the event was to change fuel hoses, quite a few other tasks were accomplished at the same time. Shari Stock (with a little help from Larry and Roger Sharp) set to installing an A/C system in her Pantera (she had grease under her nails for three days!), Bill Santos and Jim Kuehne changed Bill's clutch master cylinder and adjusted his slave cylinder, and new member John Dilena found and replaced his broken front sway bar mounts and installed a correct throttle cable bracket (with the help of Mike Drew and Brian Bernard.) The food and fellowship was enjoyed by all, and we're grateful to Brian for his hospitality. Look for the full story elsewhere in this newsletter.

Upcoming Events:

PCNC Meeting — 17 April (ONE WEEK EARLY!): The next club meeting will be held one week earlier than normal due to the Las Vegas Fun Rally at the end of the month. The meeting will be at our alternate meeting location, the Coco's restaurant at the corner of Fremont and Mary in Sunnyvale. See the flyer elsewhere in this newsletter for direction.

Las Vegas Fun Rally — 24-28 April: Several convoys will be leaving on Wednesday and Thursday for those interested in driving with a group to Las Vegas. (Note: For legal liability reasons, realize these convoys are NOT technically club events—this information is passed on as a service only.) The first group is gathering at our traditional meeting place, the McDonald's restaurant (formally Cindy's) at the south end of Morgan Hill right off 101, meeting at 10:30 and

leaving at 11:00 sharp. Bill Santos will be leading this group. There are five cars signed up so far; at least two more cars from the Lodi area are expected to join up with them near the junction of Hwy 152 and I-5; Don Gerig is the point of contact for this second group.

The second group has at least three cars signed up, and will be leaving around 4:30 p.m. from Roger and Pam Sharp's home in Morgan Hill. Roger is leading this group.

Both groups will drive to Barstow and spend the night at the Econolodge on Main Street. (Normally we only go to Bakersfield, but this year we're going farther on the first day so we can have a shorter drive the second day.) They have good parking, a heated swimming pool, they're close to restaurants, etc. If you'd like to join this group, call the Econolodge at (760) 256-2133 to make individual reservations. Rates are \$25 for a single room and \$33 for two.

Plans for a Thursday departure haven't firmed up yet, but presumably there will be a group of hard-core Pantera travellers who will leave very early in the morning and blaze straight through to Las Vegas. Their plan will likely come together at the upcoming PCNC meeting.

Tony Harvey asked if anyone would be interested in joining him on a rather roundabout route to Las Vegas, via Portland, Boise, and Salt Lake City. Incredibly, prior to this there were no other outward signs that Tony was under the influence of strong hallucinogenics.

Everyone should beg, borrow or steal a CB radio at a minimum, in order to keep contact with the rest of the members in the convoys. It's a good idea to carry a cellular phone as well, and police scanners and radar jammers can come in handy too. There's a possibility Larry Stock will be driving his tow rig, and assuming it doesn't need to be towed itself, he'd be available to pick up wounded Panteras should the need arise. His plans are still up in the air; if he drives the truck, his pager number is 1-800-809-2337, PIN: 54026.

Since the PCNC track event has been cancelled, there will be two runs to Mt. Charleston, on both Friday and Saturday morning, leaving at 9:00 a.m. Friday afternoon there will be a drive to the Red Rock Canyon leaving at 3:00 p.m.

Howard was pleased to announce the winner of the Miss Pantera contest, Mrs. Sherry Williams of Baton Rouge, LA. Howard won't be able to make it to Las Vegas this year, but the hard part of the Miss Pantera contest is over, now all we have to do is have fun!

Shari Stock announced that our original Miss Pantera dinner plan went up in smoke when the casino jacked the price up to over \$50 per head, before tips. She managed to wangle our non-refundable \$500 deposit back. She proposed an alternate plan, a trip to the Imperial Palace casino where we can partake of their buffet for only \$9.95, and also gain free admission to their spectacular car museum. This plan met with overwhelming approval! She's got two buses with seats for 40 people reserved; seats will be given out on a first-come, first-served basis; all others will have to find their own way to the diner.

Steve Mooney's Pantera is currently still in pieces at Hall Pantera, but it's tentatively entered in the Saturday concours on Fremont Street; it remains to be seen whether or not it will be finished in time.

Tour/Rally to the Stocks — 20-22 June: Shari reaffirmed her intent to host an event at their spacious home outside Carson City, NV. Details are still extremely fuzzy; we may have a rally up there on Friday, or just blaze up directly and have a rally and BBQ on Saturday. There's plenty of room at the Stock place for those that want to rough it, and there's a Days Inn less than five minutes away for those who want a real bed.

Monterey Historic Races — 14-17 August: Bill reported only one mondo suite is now available, and there are several names on the waiting list. We discussed the importance of distributing raffle tickets to club members for them to sell, but not a whole lot appeared to happen along those lines. Hopefully we'll get the out at the next meeting.

After much discussion with Dave and Linda Adler of Pantera International, we've decided to still have our formal dinner on Saturday night. The cost will be \$30.00 per person. The whole all-DeTomaso dinner love-in sort of evaporated. We're still working on putting a club luncheon together at the Concours Italiana.

The Adlers are responsible for the DeTomaso contingent at the concours, and are seeking our help in the form of people to judge the DeTomaso segment, and also be in place early to position the Panteras on the lawn. Mike Drew volunteered, but they'd like one or two others to help out as well.

We voted on sponsoring one trophy at the concours; details on exactly what we'll be awarding will come forth in the next few months.

Other Upcoming Events: Based on the results of the survey printed in the January newsletter, Events Coordinator Tony Harvey is supervising the organization of several events, including a wine tour/race car shop tour, a joint picnic with the local Cougar club, a Gold Country tour, and a run down to Hearst Castle. More details on these and other events will be announced as soon as they're available.

News, Clues and Rumors:

Another Pantera For Sale: Jack DeRyke announced that Jim Ashe has a lovely black '73 Pantera GTS for sale, and is now fairly reasonable on the price. Contact Jack for details.

Wheels of Fortune: Larry discussed the new 17-inch wheels he'd just put on Shari's car. For demonstration purposes, he put one set on one side, and a different set (with different-sized tires) on the other; he reported the resulting handling under acceleration as 'interesting', a bit of an understatement to be sure.

Shari's Pantera Woes: Mike and Larry took turns describing their joyrides they've been taking in Shari's Pantera while it was down here and she was up in Carson City. She had 'forgotten' to give Larry the licence plate, so he went and bought a clever imitation Nevada plate saying 'Pantera', affixed an old California registration sticker, and hit the road! Mike drove it to the PCNC board meeting a few weeks ago, and when he passed a car who's car alarm 'chirped', he clamped on the brakes, backed up alongside the car, then floored the throttle, sending the alarm into complete hysterics! (Shari then went into hysterics herself when she learned that

Mike had been allowed to drive the car!) When Larry went to drive home, the car made it half a block and then quit stone dead in the road.

A team of helpers pushed the car back to Russ Britschgi's house, and the Fertittas gave Larry and Mike a ride back to Larry's shop. The next morning, Russ woke up, figured out the problem was simply a stuck choke, and got the car running again (meaning *he* drove the car as well!)

Shari's personalized licence plate reads 'HERZ'; Marcus Smith suggested so many people have been driving it, it should read 'OURS' instead!

The business portion of the meeting adjourned at 8:54 p.m. reflecting the club's commitment to trying to get our meetings under control.

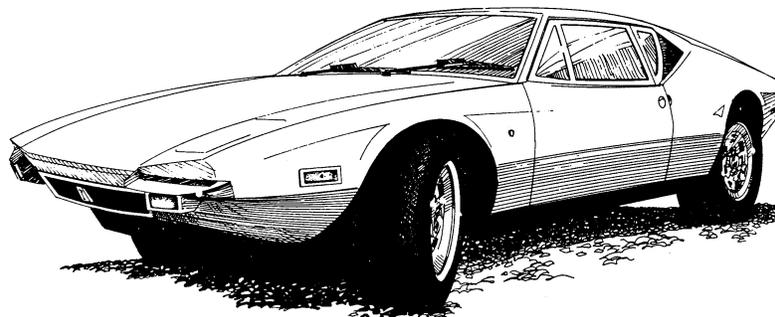
ShadeTree Mechanic Tech Session: Jack DeRyke gave a 15-minute presentation on one of the least-known systems of the Pantera, the ZF differential. He had a complete differential assembly at the front of the room, and slowly disassembled it, showing how each component works and detailing some of the critical elements associated with it. Frank Wissman was particularly interested, as he'd apparently lost his differential in his Maserati Merak (which uses the same gearbox as the Pantera.) Given the Merak's, ahem, *reserved* engine output, it's a pretty safe bet that he didn't blow it up with horsepower!

Raffle Results: Larry quickly ran through the raffle, with the following winners:

PCNC T-Shirt — Gary Kono
Matchbox Pantera — Judy DeRyke
Ford Car Cookies — Brett Santos

President Going Under The Knife: Michael Fertitta made one last announcement at the end of the meeting. Ellis Woumm, our illustrious club president, is apparently destined for further surgery in the next few weeks. Michael discussed our club's commitment to one another, and asked that we each consider how we can help Ellis during his recovery period, which is likely to last several weeks. Ellis doesn't know if he'll be able to attend the Las Vegas event this year, but he should know shortly.

The meeting adjourned to the parking lot around 9:30.



Pantera Club of Northern California's

Fuel Line, Swaybar Mount, Clutch Master Cylinder, Fuel Pump, Brake Pad, Throttle Cable Bracket and

Who Knows What Else

Replacement and Air Conditioning Tech Sessions

by Mike Drew

Every year, POCA members from all over the country make a pilgrimage to Las Vegas to attend the POCA Fun Rally. For us in Northern California, the drive usually takes two days and can be as long as 600 miles each direction. The notion of driving hundreds of miles in a 30-year-old car can be daunting to some, all the more so if the air condi-

tioning conks out in the middle of the desert.

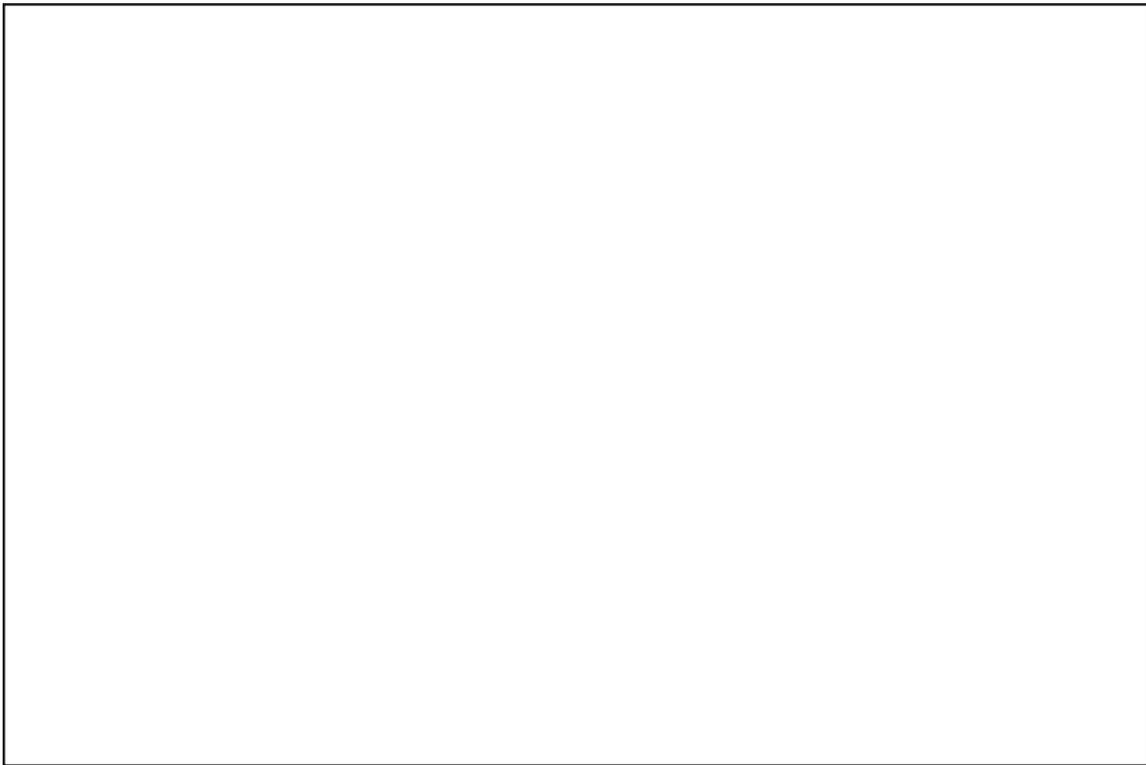
For this reason, PCNC instituted the Air Conditioning Tech Session several years ago. Traditionally, club members gather several weeks before the Las Vegas rally to charge their A/C systems and at the same time perform a safety and roadworthiness check to

ensure no mechanical maladies will ruin the fun later on.

Last year, several Pantera owners discovered problems that required them to scramble in order to get them fixed in time for the drive, so this year, a novel idea sprang forth: Why not have *two* tech sessions? The first would nominally be dedicated to replacing old



John illuminates, Mike prys and Brian wrenches as the final swaybar mount is tightened down



Brian installs John's new throttle cable bracket, enabling John to get full throttle for the first time!

fuel lines with modern units (this because the reformulated gas has a nasty habit of dissolving older fuel lines resulting in engine fires, etc.) and at the same time allow drivers ample time to repair any mechanical discrepancies that might turn up. The second session would concentrate on A/C systems, but other repairs could take place as well. Of course, at the same time, in keeping with PCNC tradition, both events would feature a pot-luck BBQ and plenty of socializing!

Brian Bernard volunteered his beautiful Saratoga home (with its custom indoor lift) for the first tech session, and so it was that on a Sunday morning, Panteras started arriving in his driveway. He had shuffled part of his sizable car collection off to other places to make room for us, and soon the first Pantera was up on the lift. Larry Stock of the Pantera Parts Connection had loaded virtually his entire parts inventory into his bobtail truck, and had broken out several types of fuel line.

New club member John Dilena of Marin drove down for his first club event. He had his yellow '72 Pantera up on the lift and soon set to changing his fuel lines. A few of the club's ex-

perts began scrutinizing the car for obvious problems (wheel bearings, etc.) and soon found one—both center front swaybar mounts were broken clean through! “So *that's* what all that clunking was!” John said. Quick as a flash, Larry produced three different variants of mount, John made his choice, and then using various prybars, wrenches and rachets, Brian and Mike Drew helped him change the out. The job was delayed somewhat when a bolt turned up missing; Mike suspected Brian had kicked it accidentally, and together they spent an hour or so trying to find or make a replacement. Later, Mike found the missing bolt; he had accidentally let it drop down into a deep-set socket, out of sight. Oops. Sorry, Brian...

Attention then turned to John's throttle cable, which had tons of slack alongside the carburetor, preventing the butterflies from opening all the way. Turns out the stock throttle cable bracket won't work when a Holley carburetor is fitted, so the correct part was retrieved from Larry's truck. Brian swapped it out while John fiddled with the cable at the pedal end, and soon the car was buttoned up again, ready for the

road. Afterwards, several other Panteras cycled through the lift, swapping out fuel hoses.

In the meantime, Bill Santos was tearing his hair out. He had earlier replaced a clutch slave cylinder, but that didn't fix his clutch problems; turns out his master cylinder was shot. Again Larry went to the truck, and the team went to work. With Bill on the outside and Jim Kuehne flat on his back under the dash, the old unit was removed, the new one filled and installed, then the system was adjusted, and Bill blasted off for a road test.

Right alongside was a sight you don't see every day. Shari Stock's recently purchased Pantera came without any A/C system installed, so she set to the task of installing a new R-134 system. Shari has been an enthusiastic member of POCA for many years, but until now her interest was primarily in

the social aspects of the club. Since she got a Pantera of her own she's become very involved, even serving as the Reno-Tahoe chapter's vice-president. The last thing anyone expected to see was Shari wearing old clothes and getting grease on her hands, yet there she was! With the help of Roger Sharp, she tore the interior apart and installed a rotary A/C compressor on the front of the engine. Apparently it took her three days to get the grease out from under her nails!

The whole time, Brian was the consummate host. Not only was the BBQ going the whole time, but he ordered pizzas for us, and he literally spent the entire day working on other club member's cars.

Several weeks later, the second tech session kicked off at Roger and Pam Sharp's new home in Morgan Hill. Larry once again had his truck filled with parts, not to mention several tanks of Freon, and this time he'd brought a new toy, a nominally portable electro-hydraulic lift.

A new club member was recruited accidentally; John Colombero had to make a quick run to a parts store to pick up a new fuel pump, and when he ar-

rived, the manager asked, "Say, is that your Pantera? I've got one at home I'm working on." John quickly briefed him on the goings-on at the Sharp place, and the manager quickly turned over the shop to an underling and blasted home, jumped in his Pantera, and drove over to the party! He joined PCNC on the spot, and even got his A/C charged up before returning to work!

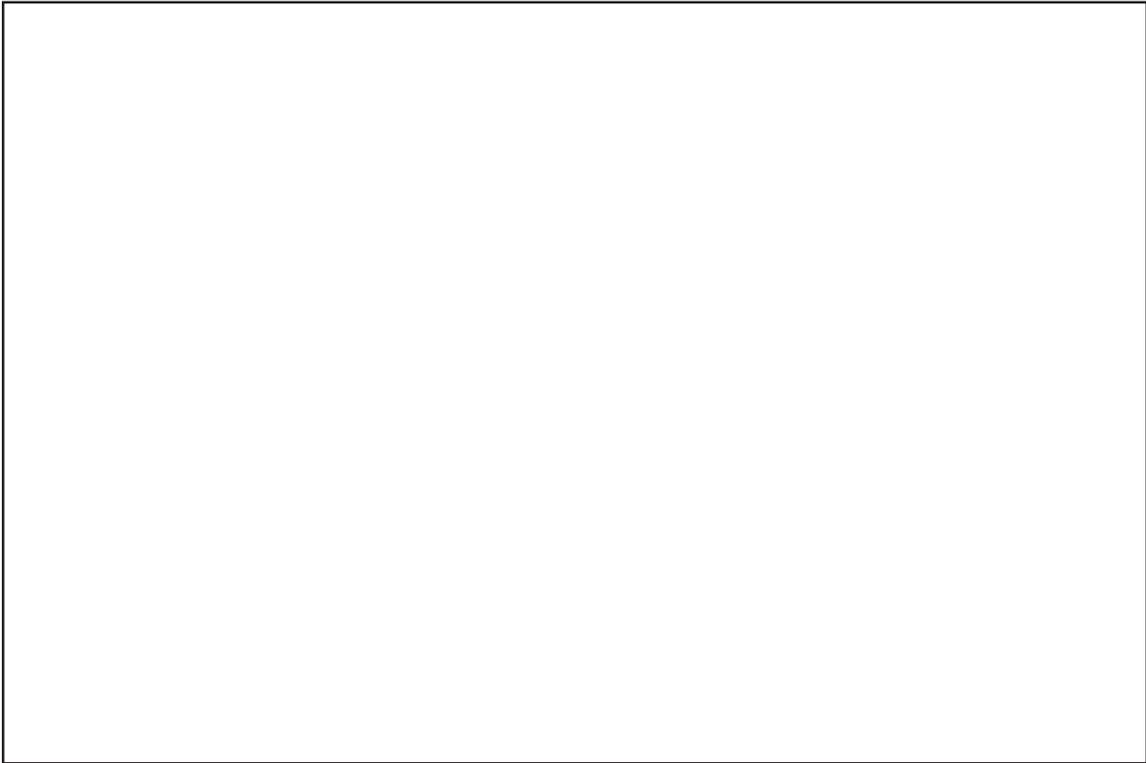
Some people were installed in a bay of Roger's garage, working on their cars; John was changing his fuel pump, and Jim Kuehne changing his brakes. Others volunteered to work on cars for those less mechanically inclined; Roger changed Dianne Dean's brakes, while Jim changed her oil, set her timing and adjusted her carburetion.

Shari spent the whole day installing the rest of her A/C system with the help of Roxanne Fertitta, and managed to get it buttoned up just as the sun was setting. She loaded her car up on Larry's tow rig and set off for home; she then hauled the car to Carson City and charged it at the Reno-Tahoe A/C tech session the next weekend!

The entire day one car after another was raised on the lift as Don Gerig tirelessly charged A/C systems and Larry

hustled parts; he was absolutely amazed at how many parts he sold in one day. ("Hey, we should have these events more often!") The last car's hood wasn't lowered until almost midnight. This event saw lots of participation from club members; although cars came and went all day long, almost 20 different Panteras saw some type of work done to them through the course of the day, and at least 35 people chowed down at the pot-luck BBQ. A few Brand X vehicles snuck through the cordon and were treated to a shot of Freon, including president Woummn's Taurus and Marcus Smith's behemoth motor home!

Special thanks must go to Brian Bernard and the Sharps for hosting us at their homes, and Don Gerig and Larry Stock for providing both the materials and know-how to enable the Panteras to make the trip to Las Vegas in safety and comfort. With the Fun Rally just around the corner, thanks to tremendous cooperation between club members, all the Panteras present at these two events are now ready for the drive across the desert. That sort of enthusiasm is what makes PCNC a terrific organization.



With only minor adult supervision, Shari completely installed a new R-134 air conditioning system

NEXT CLUB MEETING

THURSDAY, APRIL 17, 1997

ONE WEEK EARLY!

8:00 P.M.

COCO'S RESTAURANT

CORNER OF FREMONT AND MARY STREETS

ALTERNATE MEETING LOCATION!

SUNNYVALE, CA

(See the Flyer inside for directions)

UPCOMING CLUB EVENTS

April 17 ————— PCNC Meeting (ONE WEEK EARLY!)

April 24-28 ————— POCA Las Vegas Fun Rally (Kent Snyder)

REMINDER — NEWSLETTER ARTICLES DUE BY 15TH OF EACH MONTH

Formula One!

PCNC's newest member, Frank Wissman, hosts a gathering of racing aficionados at Ricky's sports bar and restaurant in San Leandro for each and every Formula One race. Ricky's has a direct satellite feed enabling viewers to see the event live on a big screen with no commercial interruptions, surrounded by a large group of like-minded individuals representing several different local marque clubs, including several PCNC members. Furthermore, for the morning races Ricky's has a spectacular all-you-can-eat breakfast buffet certain to satisfy every appetite, and a full menu is available for evening races.

The Parking lot at these events boasts a variety of speciality cars, including Ferraris, Porsches, Lotuses (or is that Loti?), Shelbys, Triumphs, and yes, even Panteras.

Ricky's is located at 150288 Hesperian Blvd, just off Hwy 880 in San Leandro. To get there, take the Lewelling exit and go east on Hesperian about a mile.

The next race is on Sunday, 13 April; the doors open at 8:00 a.m. and the race starts at 9:00 a.m. Get there early and drive your Pantera! For more information, call Frank at (415) 592-4842, or e-mail him at Frank.Wissman@lamrc.com to be included on his F-1 e-mail newgroup, with periodic postings of the latest news in F-1 and information on upcoming gatherings. See you there!

Newsletter Advertising Policy

Free Advertising:

PCNC members may advertise items they have for sale, or items they want, at no charge in the regular "For Sale" and "Wanted" section of the PCNC newsletter. DeTomaso Automobiles of non-club members may be advertised in the "For Sale" section at no charge when space is available. The space allowed for these free ads is limited to six lines per member (or non-member) per month.

Paid Advertising:

Fees are charged to anyone who wishes to advertise a business or profession, and to members who wish more space than is allowed in the Free Advertising provisions. Those fees are:

Business cards: \$2.50 for one issue or \$9.00 for four issues
Half-page ads: \$8.00 for one issue or \$30.00 for four issues
Full-page ads: \$15.00 for one issue or \$55.00 for four issues

Legislative Update

Senate Bill 42, the 25 model year limit on smog inspections is now in the hands of the Assembly Transportation committee, and is scheduled to be considered on April 14. Time to write to your representative! Jim Rethwish of the San Diego Pantera Club has put together a list of the committee members. I plan on contactingf them directly, even though my own representative is not among them. I don't know where the bill goes after Transportation, but eventually it will face a vote by the whole Assembly. Let's get this thing passed!

On a related note, a few days ago the State Legislature killed a couple of bills that were intended to pull in the reins on Smog II.

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