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Minutes of Meeting 29 May, 1997

The meeting was called to order by vice-president Michael Fertitta, standing in for Ellis Woumm, recently home from the hospital after undergoing surgery. All other officers were present except Sharon Renshaw. Although 30 members signed the roster, there were actually several more members present. There were eleven Panteras in the parking lot, including Mike Drew's car, making its first-ever appearance at a PCNC meeting (albeit on the back of Larry's car hauler.)

New Members/Guests: There were several new members in our midst, as well as some new/old members, and some new/old Panteras. **Stephen Anderson** purchased his white '72 Pantera Pre-L

#3049 back in April, from a woman in Woodside who owned three or four Panteras and has at least one other for sale. He admitted to the crowd that he doesn't know an awful lot about Panteras, and was looking forward to learning more about them from the rest of us.

Also joining us for the first time were **Dave and Diana Crego**. They had purchased a bright red '71 Pantera from a dealer only two hours earlier! Turns out that they had purchased the car formerly belonging to Ken Levin, who was also in attendance. The dealer evidently decided (correctly, as it turns out) that the car would move once its original magenta paint was replaced with a brighter shade of red. Dave and Ken quickly put their heads together, and Ken turned into the Shell answer man, answering many questions and pointing out various idiosyncrasies. Dave and Diana told the crowd they were both extremely excited about their new car, and were also glad to become involved with a group such as ours.

Finally, **Craig Bercaw** introduced himself to the crowd. Craig had been a member several years ago, but dropped out for the past two years. He told the crowd that his mechanic had literally stolen his '75 European Pantera Pantera several years ago, and Craig has been without all this time. In true James Bond fashion, Craig finally tracked down his car and stole it back! The car was recovered in great shape, although Craig had a little interior work done a few weeks ago. He reported that when he recovered the car, literally everything on the car was working great. (Roger Sharp piped up and said, "Stick around, with Panteras, that's always subject to change!")

Changes to Last Month's Minutes: Someone pointed out that Ron Diridon's name had been misspelled. Oops, sorry Ron. Also, it appeared that quite a bit of text had disappeared from the monthly meeting minutes. Mike and Michael good-naturedly pointed the finger at each other, neither wanting to accept the blame! Turns out (since I've got the parting shot here!) that the top three inches of each page were accidentally lopped off during the printing process. Oops.

Club Library Report: As there was no club librarian, there was also no club library report.

Club Store Report: Bill reported that despite the fact that we closed the store down several times during our Las Vegas stay, we did as much business as the previous year (within about \$20) and overall were quite successful. He stressed the importance of getting the store to Las Vegas early and setting up as soon as possible, for over half our sales took place on the first day. The store was transported by Larry's now-reliable car hauler, and Bill offered our appreciation to Larry for donating his hauler to the cause.

Bill said the only item our store lacks right now is a hat, so he's working on a new hat with our club logo. He hopes to have samples to show at our next meeting. He's also working on a terrific t-shirt to commemorate the Monterey event (with artwork by Roxanne Fertitta), with "DeTomaso Monterey '97" on the front, and a map of Laguna Seca on the back. There was discussion about perhaps introducing the PCNC logo somewhere, but the consensus seemed to be that by making it event-specific as opposed to chapter-specific, we'd stand a better chance of selling them. Right now, Bill's thinking of offering them on our 'ring' shirts, white shirts with Italian green or red collars.

Bill also reported that during the Las Vegas event, we sort of 'inherited' some POCA store merchandise. Several years ago, an overenthusiastic POCA store manager had several items produced with PCNC's logo. Bill rightly took umbrage at this infringement of our informal copyright,

and POCA dutifully withdrew the merchandise. This stuff has been in storage for several years; rather than move it to the east coast, new POCA store manager Bob Reid and Bill worked up an arrangement whereby we'd sell the items at our table, and split the profits 50/50 with POCA. Sales of these items were brisk, and as a result PCNC got a few more dollars in our coffers with no outlay of cash.

Past Events:

Las Vegas Fun Rally: Although this event was covered by Russ Britchgi's article in the last newsletter, there was a little discussion at the meeting regarding our times there. Several people commented that the event was a little subdued this year because of the cancellation of the track event. The weather was absolutely fantastic, however, and the air show proved to be terrific. Although several people felt we could easily have staged the track event even with the air show parking going on, that's all water under the bridge.

The Red Rock Run proved popular, and Roger Sharp commented that he had at least as much fun on this twisty, secluded one-way road as he would have on a track! He found himself doing 80 mph in a 25 zone more than once!

In the meantime, the cops seriously took care of business on the Mt. Charleston run the next day, stopping two Panteras (including expatriate PCNC member Dennis Antenucci) and writing them tickets for 100+ mph. Dennis' cause was probably not helped by the presence of a full roll cage and giant meatball number plates on his car!

The Miss Pantera dinner was a great success, thanks to Shari Stock for setting it up. One of the two bus drivers was later involved in an accident and was subsequently fired!

Finally, Miss Pantera was a smash hit! She was kind and gracious the entire time, and autographed 390 of her 400 posters!

Silver State Classic Challenge:

Larry Stock reported that Panteras had very mixed results in this open-road race in Nevada. While Dennis Antenucci won in the 140 mph class, besting several Ferraris and a whole stack of Corvettes, Junior Wilson had his most serious mishap yet. He had been clocked at over 250 mph at one point, and later, his car became airborne at over 200 mph, came down sideways, and shot off into the desert. He apparently flipped over 15 times (!) and the car was completely destroyed, only the roll cage survived. Junior suffered two fused discs in his back and a broken ankle, and was transported by med-evac helicopter to a Las Vegas hospital. Tony Harvey said he'd spoken to Junior, who was in good spirits and on the mend. The jury is still out on whether he'll return to this kind of racing, although he certainly wants to.

Upcoming Events:

Road Trip to Carson City — 20-22 June: The club will be taking a weekend tour up to Larry and Shari Stock's new mondo home in the foothills outside Carson City, NV. The plan is to start from Michael Fertitta's office in Milpitas around noon on Friday, and caravan up on

beautiful secondary roads, including highway 88 over the Sierra Nevada mountains. At least seven to ten Panteras are signed up to attend, plus the odd Chevy or two. Drivers are urged to bring CB radios, and ensure your cars are tuned up, for the road will take us up over 8500 feet in elevation. See the flyer elsewhere in this newsletter for more information.

Fix Whatever Ails Ya Tech Session — 28 June (NEW DATE!): After the success of our two earlier tech sessions, Roger Sharp and Jim Kuehne suggested holding another event, just to allow a group of us to gather in one spot and all work on our cars at the same time. Roger has again volunteered the use of his spacious garage and driveway, complete with hydraulic lift. Larry will have the complete inventory of the Pantera Parts Connection available for anyone requiring parts to get on the road. Among other projects, Bill Santos intends to replace his steering rack. During the meeting, a date in July was proposed, but after calendar consultations, the principals involved decided that 28 June would work better, so 28 June it is! Whether you've simply got to change your oil, or pull your entire engine, be there!

Hearst Castle Weekend Getaway Tour — 19-20 July: Michael and Roxanne Fertitta have organized another weekend event for us. We'll meet at Michael's office in Milpitas, and depart around 8:00 a.m. on Saturday morning. We'll take 101 south to Hwy 1, then through Monterey to Nepenthe at Big Sur for lunch. From there we'll continue down Hwy 1 to San Simeon and Hearst Castle. We'll see a new 45 minute 70mm film on the history and construction of the castle, and then tour the castle as a group. Michael will be making reservations for the group, so he'll need an RSVP.

The designated lodging will be at California Seacoast Lodge in San Simeon. You are required to make your own reservations by calling 1-800-451-9900. Michael urges you to make reservations early, as they're very busy in July. Rates start at \$85 per night, and some rooms have fireplaces. There's an indoor pool as well, and continental breakfast is included. We'll be dining Saturday evening in Cambria.

Sunday includes lots of backroads driving and wine tasting in the Paso Robles area. The route continues up backroads to Tres Pinos where we will have a gourmet dinner at The Inn at Tres Pinos. From there, we'll leave for home. See the flyer elsewhere in this newsletter for all the details.

Monterey Historic Race Weekend — 14-17 August: Plans are coming together for a giant DeTomaso dinner to be held in conjunction with Pantera International and the Concours Italiana organizing body. Since this dinner would have conflicted with our own dinner, PCNC has decided to cancel ours and throw our support behind the group event. Brett Santos told the crowd that Steve Wilkinson announced the Bigua would be introduced at the Concours Italiana.

Finally, the drawing for the PCNC Monterey Raffle will be held at the SDP swap meet on the 26th of July.

Nor-Cal Fabulous Fords Forever Show — 14 September: Following in the footsteps of the famed Knotts Berry Farm show, a council of Nor-Cal Ford clubs has organized a companion event which will be held at the Great Mall of Milpitas (which was once the famed San Jose Ford plant, where most Mustangs were built.) This show promises to be huge, with entries limited to

600 cars. PCNC's own Steve Liebenow is on the organizing board, and will be providing more details in upcoming months.

Other Events: Tony Harvey mentioned that on the weekend of 20-21 September, there's a program to take sick children from the Ronald McDonald house for rides. More details to follow. Also the Woodside High School benefit car show will be in September sometime, and the Santa Clara school district benefit car show will be the last weekend of September. Finally, the operators of the Bear Valley ski area contacted the Britschgis, offering to host a weekend getaway event. They mentioned they could make their parking lot available for an autocross.

PCNC Christmas Party — 6 December: We've already got a site chosen in Alameda, but we still need to find a caterer, and Shari Stock is finding it impossible to coordinate from her new home in Carson City. So she handed the event off to the club at large, and Dianne Dean, Anita Kuehne and Pam Sharp volunteered to make it happen. Whew!

Club Business:

Points for POCA Las Vegas Rally?: Russ Britschgi proposed that we offer club members points towards the 'most active member' award, for three separate circumstances: Simple attendance at the POCA rally, attendance at the Miss Pantera dinner, and points for each hour worked in the club store. All three proposals easily passed.

Requests for Newsletters: Russ Britschgi reported that he had recently been inundated with requests from various people for free copies of our newsletter, specifically from Judy McCartney (the POCA membership chair), Bill Van Ess (who runs the DeTomaso registry), Chris Statham (the secretary for the DeTomaso Driver's Club of Great Britain) and Frank Waite from Foothill Panteras (who claims the current Foothill president gets our newsletter but isn't active.) Several members in attendance were in favor of distributing newsletters to all of these people, since they're all nominally in high-profile offices, and any distribution garners us good publicity. However, others brought up the fact that while we've agreed to provide one copy to each POCA chapter, and one copy to each vendor who donates goods to our raffle, once we start offering them for free to others, it's difficult to see where to draw the line. Also, several people are paying \$20 a year to subscribe to our newsletter, so it's fundamentally unfair to them to turn around and give the same newsletter away to others who don't 'deserve' it any more than the subscribers do. The current policy to distribute free newsletters to the aforementioned groups and businesses and charge others \$20 to subscribe was upheld.

News, Clues and Rumors:

Legislative Alert: Several members raised the issue of senate bill SB-42, which is slated to again be addressed by the Senate Transportation Committee on the 9th of June. All were urged to write to their legislators and express support for this important bill. Also, brief mention was made of SB-807, which does literally hundreds of things, but most importantly, it stipulates that emissions testing be done solely for the purposes of testing emissions; i.e. it doesn't matter what's under the hood as long as the sniffer is happy.

Raffle Results: Everyone who purchased raffle tickets got a free sample of a new WD-40

lubricant. Larry once again pushed the tickets, with the following results:

“Castle” t-shirt — Brian Bernard
“Mama Mia” t-shirt — Anita Kuehne
Cowboy Bubble Bath (?) — Larry Stock
Flashlight key chain — Steven Anderson
Spark plug key chain — Brian Bernard
Pantera poster — Roger Sharp
Coffee beans — Kathy Hills

The meeting adjourned to the parking lot at 9:50.

Itching for a long drive in your classic or exotic on a nice summer day?

July 19th is the annual “No Name Auto Rallye” in California. This event is similar to a Mille Miglia, but very informal. You’ll drive 500 miles in one day on beautiful California backroads. The event is open to cars that are “unique and reliable.” There is no pre-registration, no cost, all you have to do is show up by 7:00 a.m. at the San Juan Bautista Mission on Saturday, July 19th. The rally starts at the Mission and, after a “spirited” 500-mile drive with hundreds of other auto enthusiasts, ends at the same Mission.

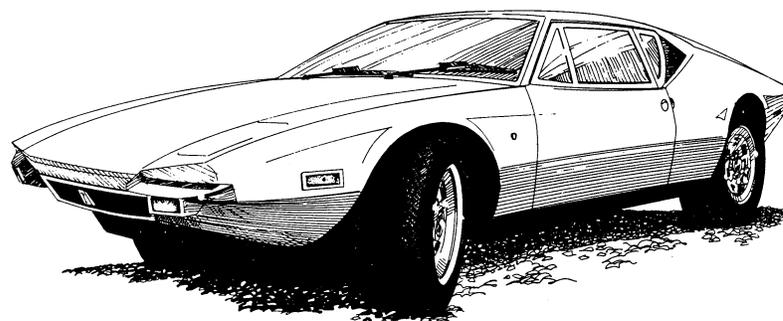
For those not from these parts, San Juan Bautista is five minutes east of Hwy 101, about 45 minutes South of San Jose.

Bring your CB radios!

For more information, contact Dan Radowitz, (415) 292-2703 or (510) 736-8462 during normal business hours.

See you there!! Gary Berger

For Sale: Bunn two-burner office coffee maker, model VPR, paid \$145 and used for only seven months. Has one ‘regular’ and one ‘decaf’ glass pot. \$100 or best offer.
Bill Santos (408) 732-6468



There's Gold in Them Thar Numbers **De-Mystifying Ford Part Numbers**

By Steve Liebenow

As numbers go, Ford part numbers are something that are a mystery for many people. If you know how to interpret them, they can mean the difference between paying a lot or a little for a part. As Panteras and Mustangs go, they use many common and many uncommon parts/pieces. Knowing how to read the numbers is actually quite simple. Here is an attempt to inform the uninformed! As always, this author will accept corrections and deny any criticisms!

There are basically two different numbers for every Ford part, an *Engineering* number and a *Service* number. The Engineering number is assigned by engineering when a part is approved for production to be used by the assembly plants. Engineering numbers appear as casting numbers on many heavy things that you have, typically engine bits and the like. DeTomaso bits will most likely have their own discrete numbers, and I know of no cross reference. We're just trying to deal with stuff we know about here—Ford stuff you may find anywhere, swapmeets, garage sales, your garage...DeTomaso parts are basically unobtainium. Besides, the factory deals with Italian numbers for that stuff.

Service numbers are assigned when the part goes into the parts distribution system. These are the numbers that the local Ford parts guy looks up and laughs at you when you ask for a Pantera part...these are the numbers that you will find in the L-M (Lincoln-Mercury) parts books that many of you own, the one with the orange cover.

Casting numbers are special engineering numbers placed on a casting to assist in identification by the plant. These numbers are (as their implies) cast into the part at the time of production, and apply only to the basic casting. One casting may be machined to make several slightly different parts (i.e. connecting rods!) Because of this, using casting numbers to identify pieces is a little risky. Flywheels and crankshafts will have the same casting numbers many times, but due to slightly different balance values, they will have another number stamped into them for identification. Engine blocks may also have this sometimes. Most items like intake manifolds, heads, water pumps, and exhaust manifolds will not have any other stamped numbers on them. Carburetors will have engineering numbers stamped into them on the air horn (Holley) or base plate (Autolites), but originally came with an aluminum tag on the choke housing that had the service number stamped in it. Distributors also have the engi-

neering number cast into them, but a service number stamped into them.

For five decades, Ford numbers have been made up of three distinct groups whether they are service or engineering numbers:

Prefix—typically four digits, consists of the year the part was released by engineering for production (first two digits), the car line that it was originally released for (third digit), and by what Ford engineering division (chassis, engine, body) (fourth digit). In the case of a service number, the fourth digit of the prefix will indicate which Ford car division the part is for (Ford or Lincoln-Mercury, and other programs such as the Muscle Parts Program of old!)

Let's look at a couple of prefix examples for the same part:

Service Number- D1AZ, Engineering Number-D1A. The first digit indicates the *decade* the part was first produced. Starting in the fifties, B was used, followed by C for 60's, D for '70's, E for 80's, and F is used for new cars today! This example is a '70's piece. The second digit is the actual year that it was first produced, or in our example, 1, would stack up to be a '71 piece. The third digit indicates car line that the piece was originally intended for:

A= Full Size Galaxie etc
B= Bronco 70-73, Maverick 75-77
C= Torino Elite
D= Falcon 60-69, Maverick 70-74, Granada 75 & up
E= Pinto
G= Comet 61-68, Montego 69-76
I= Monarch, Versailles
J= Industrial Engines
K= Edsel
L= Lincoln 58-60 Mark 3,4,5
M= Mercury
O= Fairlane, Torino, LTD II
Q= Fairmont
S= Thunderbird
T= Truck
U= Zephyr
V= Lincoln 61 & up
W= Cougar
Z= Mustang

Back to our example: 'A' would indicate that the piece was originally for the Galaxie or full-size Fords. Your PCV valve will have this indicated on it, as it was

a *very* common part that first was tagged for the big cars. Since the engines were from the Fairlane and Mustang car lines, you will find O's & Z's throughout their part numbers.

Finally, the fourth digit: Here is where we notice the difference between our two numbers, service and engineering. The Service number, 'Z' indicates that this piece was produced for a Ford division. A 'Y' would indicate that Lincoln-Mercury put the order in for the part. If you happen across a part with an 'X' in this position, you have a piece that was produced for the Muscle Parts Program, now obsolete. The aluminum intake manifolds that many of you have bears a D1ZX prefix indicating a '71 Mustang, Muscle Parts piece. These were over-the-counter high-performance pieces and not stock production pieces. No matter what anybody tells you, they were not installed at the factory!

Let me back up one moment and look at another sort of rare number. If you ever find something marked with 'XX' in the third and fourth places, you have found an 'experimental' part that has found its way out of the skunk works. I've seen aluminum 427 cylinder heads marked like this that were made in '65. How about an aluminum Boss 429 block?! Lots of this sort of stuff was given to guys like Holman and Moody for the racing programs when Ford "didn't" sponsor racing...hah! They are certainly out there to be had, if you know what to look for. If you ever find an experimental blower intake for a 427, please call me....

The second part of any part number is the basic part number. For any number, this part will be the same. Group 6049 is assigned to all cylinder heads, 6303 for all crankshafts, 6010 for blocks, etc. There are way too many numbers to list here. Let's just say that there is a handy directory in the Ford Parts book for this. Also, if you are looking at an intake manifold, you shouldn't need a book to tell you, unless perhaps you are a *real*/novice at this!

This basic part number refers to a finished part. A finished cylinder head is a 6049 number. However, the casting number on a cylinder head is a 6090. The casting number was used for machining purposes back at the factory. This is another 'gotcha.' You can't always look at a casting number and cross it to a service number in the book!

Many times, the basic part number will *not* appear on a casting for the previous simple reason that you don't need a number to tell you that you are looking at a cylinder head. Actually, heads seem to be the highest hitter for not using basic part numbers. Many head casting numbers will be listed with only a prefix and a suffix, i.e.. D1AZ-AA.

The final field in a Ford number is the suffix. The suffix generally tells you the change level of a part. An 'A' would indicate that the part was produced as originally designed. 'B' indicates it was changed once, 'C' indicates twice, and so forth up the alphabet, exclud-

ing the letter 'I'. When the alphabet has been gone though once, the digits double up, AA, AB, AC etc. You will find that due to changes either in production, or castings, that the suffix of all three numbers mentioned (service, engineering, and casting) will hardly ever be the same. A service part and its number can change independently of the casting part and its number and the engineering part and its number simply because it comes after these two in the food chain. In reverse, a finished or engineering part can change independently of the casting, but not of the service part (remember that they can machine different applications out of the same casting). A casting change will affect both the finished and service parts. Yes, this last bit is confusing, but it makes sense.

One additional casting number that bears mentioning is the casting date. This is a cast number that tells you when the piece was actually cast. It appears in the form of four digits, much like the part number prefix. First digit is the year, second digit is an alpha character that denotes the month of production, A-Jan, B-Feb, C-Mar, D-Apr....skip the letter I...continue until you hit December and stop. The last two digits are the day of the month that the piece was made. Example: 1A23 is January 23 of '71. So, if you have a block dated 3D20 on your '71 Pantera, somebody's been in there before you! Sometimes, casting numbers will be illegible due to poor castings. Dates of "blob," is that an 8 or a B, "blob," "blob" are not that uncommon. Same goes for the casting part number! It doesn't mean you don't have a good piece, it just means you can't prove it via the casting number!

Okay, one more number, just 'cause it's there. On things that were assembled, namely the engine, you will find an assembly date stamped into the block. On Clevelands, typically this is found on the front right lower corner of the block, on the surface where the timing cover fits. Many times these are filled with paint, so you must really look for them. This also is a good indicator of whether you have the original engine in a car, although this rule applies more to U.S.-produced cars and not DeTomaso cars where production sequence was more of a mystery! The format of these four-digit numbers is the same as the casting date previously described. In rare cases, the machinist hosed things up a bit and stamped things backwards, day-month-year. Don't be surprised if you find digits upside down too!

It should be mentioned that original Holley carbs use a different numbering scheme altogether for date codes, so you need to use the number that was on the little aluminum tag to be sure, assuming it is still there! The stamped part number will get you really close, but the tag was the sure thing.

References: Ford Motor Co., How to Rebuild Your Ford V8- Tom Monroe

NEXT CLUB MEETING

THURSDAY, JANUARY 30, 1997
8:00 P.M.

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

UPCOMING CLUB EVENTS

June 20-22 ————— Road Trip to Carson City, Open House and BBQ (Shari Stock)

June 28 *NEW DATE!* ————— Fix Whatever Ails Ya Tech Session (Roger Sharp)

July 19-20 ————— Hearst Castle Weekend Getaway (Michael Fertitta)

REMINDER — NEWSLETTER ARTICLES DUE BY 15TH OF EACH MONTH