
Volume 24

Issue 9

September 1997

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Minutes of Meeting 28 August, 1997

The meeting was called to order at 8:10 p.m. by the president. All officers were present, and 37 members signed in with 11 Panteras residing in the parking lot.

New Members/Guests: Sitting across from the Kuehne's were Anita's parents, **Charles and Helen Jerome** from Oklahoma. This lovely couple were here to see just what exactly all this Pantera club fuss is about...

Changes to Last Month's Minutes: The crowd gave Mike a lot of static, as there were numerous typos in last month's minutes; he even managed to misspell 'typo'! This was caused by him

running his spell-check but then importing an old, un-checked version of the minutes into the newsletter. Oops.

Club Library Report: Sharon brought with her a full listing of all the contents of the PCNC library. This listing can be found elsewhere in this newsletter.

Club Store Report: Bill showed off some new items, including the commemorative Monterey Historics t-shirts and sweatshirts (\$15 and \$20 respectively) which were very popular in Monterey but unfortunately somewhat difficult for visitors to purchase, as they had to be kept back at our hotel. PCNC members will get first crack at them; the remaining ones will probably sell quickly once they're displayed in Las Vegas next year.

Also on hand were a terrific batch of hooded sweatshirts with a pocket in the front, proudly bearing the Pantera Club of Northern California logo (as opposed to our 'generic' logo which only says 'Pantera') These things are available in white or ash, and are a steal at only \$22.

Finally, Bill had harvested a batch of tomatoes from his new vegetable garden, and brought in a big bag to give away, as he was heading for vacation the next day!

As an aside, Michael Harper was presented a t-shirt for coming in second place in terms of numbers of tickets sold for the Monterey Historics raffle.

Past Events:

Blast On The Grass Car Show: Jack and Judy DeRyke drove up to Petaluma for this year's show. Four Panteras appeared, three Pre-L cars and the DeRyke's L-model. Mike Coffel once again put on a great hospitality tent for the Pantera owners present. Dick Allen found himself owning *three* Panteras, so he sold one of them to a fellow who will be joining PCNC soon. There were lots of Mustangs, weird Fords, etc. As the show was held on the same day as the Goodguys hot rod show in Pleasanton, and it was only two weeks after the Monterey Historics, there were only two hot rods present in Petaluma. Judy's Pantera behaved itself, and got a little warm in traffic on the bridge, but as one of the two radiator fans had conked out, it did well under the circumstances!

Monterey Historic Race Weekend: Despite the weird political goings-on at Monterey this year (there has been a dramatic shake-up in the DeTomaso world, regarding importation of the new cars, etc. etc. and thus the factory personnel elected to remain home), the DeTomaso lovers had a terrific time. POCA and PI worked together like hand and glove the entire weekend, with no friction whatsoever. Linda Adler was under enormous stress and pressure for a variety of reasons, and yet one member jokingly said that she even smiled a few times!

Due to the Concours Italiano rules, we weren't able to sell our t-shirts at the concours, and therefore we sold only a few during the weekend. If we'd had a booth, we could have sold them all, as interest was high. They'll go fast in Las Vegas next spring. Plenty of parts were available in the vendor display, with outrageous prices (how about \$500 each for *broken* Ferrari taillight lenses!)

PCNC got lots of positive comments on the great job we did organizing the parking at the

Concours Italiano. Ellis Woumm and Mike Drew were the brains behind that scheme, assisted by Robert Shewchuk from Arizona. Both Dave and Linda expressed their appreciation for our hard work, which enabled them to manage the Pantera International business at the concours. They had their newly-restored race car, DeTomaso serial #0001 on display, and it garnered lots of attention.

The dinner on Saturday night was very enjoyable, despite the fact that the promised factory luminaries failed to appear, and Denise McCluggage was called away due to a family emergency. Tom Tjaarda (designer of the Pantera, Longchamp and Deauville) and Tom Matano (head of Mazda design, who found inspiration for the Miata and RX-7 lying in his Vallelunga) both gave highly interesting and entertaining talks, and each had selected a car that they felt best espoused the virtues of the Pantera. Both winners were from PCNC; Forest Goodhart's car was chosen by Tom Tjaarda, while Bob Escalle's car found favor with Tom Matano. PCNC had donated trophies for the Pantera Concours, and again the Adlers were especially appreciative of our gesture.

Tom Tjaarda was taken aback by the praise he received all weekend, and he seemed especially moved by the standing ovation given at his introduction, reportedly the first time he was so honored. Tom was also the featured designer at the Pebble Beach concours, and Dean Wilke's Pantera was the first one every displayed there. It came in second behind a one-of-a-kind Ferrari in the Tjaarda class.

Bill and Tony had worked hard to mastermind the Los Laureles hospitality suite raffle, and due to the last-minute sales efforts of Tony, Ellis and Mike at the San Diego Swap Meet, we just managed to break even.

Over the course of the weekend, more than a few Panteras needed a little help. The crack PCNC fix-it crew came to the rescue time and again, saving one car whose coil blew up just as he entered the concours grounds, another car at the racetrack when his distributor decided it didn't want to distribute anymore, and we even hauled a car up to the Bay Area and tore the whole suspension apart to fix some bad bearings. See the letters of appreciation elsewhere in the newsletter.

Larry even helped a Lamborghini Miura owner, who had run out of gas on the concours grounds! He siphoned a gallon of gas out of Shari's Pantera so the guy could limp to a gas station!

Bill reported that our 15% discount will be going away next year, so all rooms at Los Laureles will therefore cost 15% more, plus they'll require us to stage a dinner event one night. After a bit of discussion, we agreed to press on and return there next year.

There should be an article covering the event elsewhere in this newsletter.

Upcoming Events:

Ronald McDonald Drive For Kids — 21 September: Tony briefly discussed this event put on by the Triumph club, where owners of specialty cars give rides to desperately sick children. The group will meet in the south bay and drive together up to San Francisco. There should be a

flyer elsewhere in this newsletter.

Mission City Classique Car Show — 27 September: This show benefits the Santa Clara school district, and there are several Panteras signed up already, but more would always be better! There was a flyer in last month's newsletter; check it out or phone Doris Britschgi for more details.

All-Italian Car Show in Alameda — 5 October: This perennial favorite event, sponsored by the Alfa Romeo club, benefits the Alameda Special Olympics, and a flyer ran in last month's newsletter. It's very low-key, and features fine Italian food and music, in a relaxed atmosphere on the ground of the Lincoln Middle School in Alameda. Last year they raised over \$6,000 for the Special Olympics. See the flyer in last month's newsletter, or contact Doug Abadie in Berkeley for more details.

Checkered Flag Open Track — 26 October: Once again Panteras will take to the race track on Sunday, 26 October. Ed Kornegay has again organized a day of bargain track time, where if you want you can drive until your entire body aches. Several Panteras are already signed up, but there's always room for more; if you want to get one last chance to wring out your beast before the season ends (without the annoyance of sound restrictions), contact Ed right away!

Club Business:

Color Xerox: Our last newsletter had one page done in color, and the crowd really appreciated it. Unfortunately it is cost- and labor-prohibitive to continue this practice except on very rare occasions, perhaps once or twice a year at the most. At full price, one color page doubles the cost of the newsletter! Michael Fertitta gave us a bargain rate this first time out, but won't be able to repeat this again.

News, Clues and Rumors:

Don Gerig Update: Don Gerig, who was experiencing some minor back pain in Las Vegas this spring, sadly has contracted cancer in his back. This has turned into 4th stage bone cancer. On the night of the meeting, he had just returned home from the hospital where he had undergone extensive surgery. He is currently on morphine and undergoing radiology treatment. He is too weak to accept visitors, but cards are always appreciated. We wish he and Mary the best of luck.

SB-42 Continues To Steam Along: Senate Bill 42 has been amended slightly, but has passed all but the final hurdle, the governor's signature. Once passed, all cars made in 1973 and earlier will be exempt from smog inspections, and beginning in 2003 a 30-year rolling window will be instituted, meaning 1974 Panteras would become exempt in 2004. Call or write the governor's office to express support for this critical bill and let's help make it law!

Formula One Forum: Frank Wissman has an informal F-1 e-mail forum, where he takes news from the F-1 world and broadcasts it via e-mail. To subscribe, simply drop Frank a line at Wissman@ix.netcom.com and he'll get you hooked right up!

Buy, Sell, Swap:

Latest Neat Stuff at PPC: Larry announced to the crowd that he had brand-new high-quality Hedmann Headers, for only \$250 per pair. Lee Scales has already purchased a pair, and reported that they fit great with no need for modification. Larry also has OEM headliner kits in stock, and has sold several of them as well.

Leather Connection: John Colombero reported he had a leather interior installed in his car for an extremely reasonable price by an outfit called Tandy Leather. Give John a call for more details.

Wheels Reconditioned: Dave Crego had his Campy wheels completely reconditioned by an outfit called Wheel Techniques in Campbell (they bill themselves as 'Your body shop for wheels') for a very reasonable price. His wheels had several chips and dings where tire-shop monkeys had broken them hammering off wheel weights. Dave's reconditioned wheels looked perfect. If your Campys are looking a little ragged, give them a call at (408) 866-5859.

Raffle Results:

Larry did the raffle thing, with the following results:

NADA Blue Book — Steven Anderson's buddy (forgot to write down his name!)

T-Shirt — Forest Goodhart

St. Pauli Girl Poster — Michael Harper, Kathy Gentry

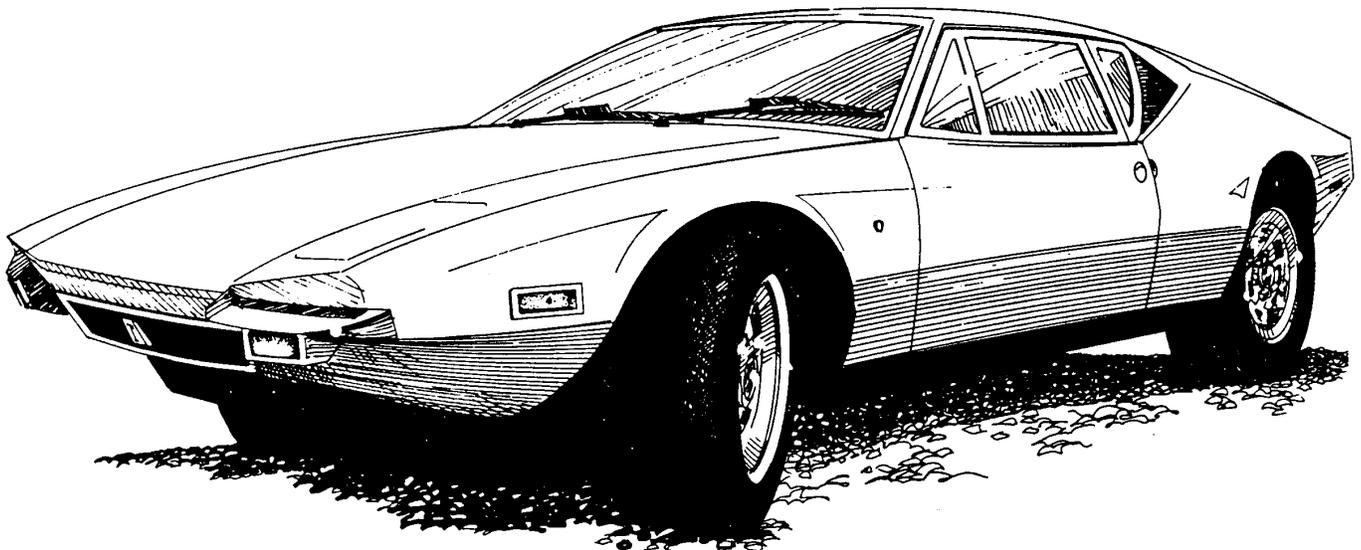
Fresh Tomatoes, er, Tomatoes — Chuck Melton

Ford High Performance book — Judy DeRyke

European Car magazine — Jim Kuehne

ZEP Sunglasses — Lee Scales

Due to the late hour, the planned comprehensive tech session on Pantera steering racks was cancelled, and will instead be held this coming month. The meeting adjourned to the parking lot for tire-kicking and telling of lies around 9:45 p.m.



Kudos for the Nor-Cal Pantera Club

Following the Monterey Historic Races, the Pantera Club of Northern California received these two letters publicly thanking some of our members for help and assistance they rendered to Pantera owners in need. There is no doubt that Pantera owners are some of the most tight-knit people around, but these members from other chapters were especially pleased to see how we stepped in to save their bacon, without hesitation. For those involved, a big "Thank you" is in order!

Dear PCNC,

I wanted to thank your club for being so helpful to my wife Helen and I, when we really needed help. You made our first trip to Monterey one to remember, instead of something we would have rather forgotten. Now we know why Panteras are such great cars...because of the people who own them.

I want to especially thank a few people:

MIKE DREW, who not only helped me push my dead car into position Friday morning, but offered up his beautiful Cobra for a coil transplant. Unfortunately for the patient, the blood types were incompatible...the Cobra had electronic ignition-type connectors. If only it had been a real Cobra...

JIM KUEHNE, who without hesitation or regard for his clothing, armed with only a digital multimeter and a jumper wire, crawled head-first into Old Yeller's oil-soaked engine bay to chase the demon that stole my fire. Jim, I regret not making it for dinner that night with your club...I still owe you a drink.

FOREST GOODHART, half of the Kuehne/Goodhart troubleshooting team, owner of one of the most beautiful Panteras I (or Tom Tjaarda) have ever seen, who drove me to town in his Corvette to pick up a new coil. I am especially grateful for this because it involved inching along that mile-long road for over an hour! Despite the traffic, I enjoyed the ride because of the nice conversation Forest and I had. I especially like the part where he told me how his

Pantera came to get that beautiful new paint job...

LARRY STOCK, who ultimately breathed life back into Old Yeller by loaning me his coil (okay, we stole it.) Larry also had his flatbed hauler poised to take me all the way back to Pacific Grove if we couldn't find a coil in time. Larry, I will be sending you that engine cover, and ordering a new clutch master cylinder and speedometer cable, after I recover from the Monterey expenses. Thank you so much for your help.

I also want to make a confession. I don't particularly like being a pain in the ass...I guess nobody does. When I first figured out that I had ignition problems, and that I needed someone's help, it was Mike Drew who spotted me and ran to get help. Thanks, Mike. Now for the confession part. After you guys came over and started working on the car, and I got under the car to turn a couple of nuts too, I realized that being a pain in the ass was pretty fun! I really love working on Panteras. I've been working on mine for the past ten years, alone, and now I'm getting to meet these master mechanics, and learn first-hand. I wish I lived closer so that I could attend all of your "tech-sessions". After I recover from the hit I took in my wallet, I sure would like to visit during one of your sessions.

Helen and I really had a blast. I'll be up there next for sure, but I hope sooner. Thanks again for everything!

Sincerely,

Helen and Jeff Jones,
Huntington Beach, CA

I just wanted to let everyone on this forum know how helpful the Nor-Cal Pantera club is and how they saved my neck, while attending the Monterey love-in this year. If there is a group of people that are totally on fire for their sports car marque and ready, willing and able to help ANY Pantera owner with a problem, question or whatever, then this is the group.

I am a member of the SDP, San Diego Pantera's, group. I drove up to Monterey with an immense group of Panteras and also a Viper and Ferrari, etc, etc. The trip up was rather

uneventful and we made great time. Once in Monterey we enjoyed the Concours Italiano and the races on Saturday at Laguna Seca immensely. If anyone that even considered to go this year, but did not for whatever reason, you truly did miss out. fail!!!

Anyway, this is where Nor-Cal comes in. On Saturday afternoon I remembered finally to ask someone in the SDP group about a funny noise I started hearing/feeling when pulling into Monterey on Thursday. Again noticing it on Friday, but only while going around curves at a fairly slow

speed. Straights I did not hear or notice anything. After mentioning it to another club member we found a jack and stands and put the back of the car up in the air to check for wheel wobble. Lo and behold I had two, not one, but two very loose and wobbly wheels. Luckily a member had the right socket/tool to tighten the nuts for this job. In the hotel parking lot I worked to take the half shafts loose and then tighten the aforementioned nuts. It worked on the left side, but the right side was a goner. Tightened as much as possible, but no help. Nuts, the bearings and probably the axle worn very badly! I started to try to find the parts. PI, Saxtons, etc, etc. Everyone was in Monterey for the love-in after all. Finally I found a set of bearings. But after talking more with several people I concluded that even if I changed the bearings I would probably tear them up before I made it back to San Diego (I was also supposed to run at Laguna Seca with the SDP group on Monday, so I kept trying to find parts/possibilities).

Finally Sunday late morning I heard Shane Ingate say he found Larry Stock of Pantera Parts Connection staying at the Los Laureles lodge and got a much needed U-joint for his car. I immediately called Larry. I told him what my troubles were and asked if he have any suggestions. He told me that he hauled his Pantera down on his car hauler and that he would haul my car back to the San Francisco Bay Area and he had all the parts and could get me repaired and back on the road again, on the same day, Sunday! So I limped my cat to Los Laureles and loaded it up on his hauler and we went to the Sunnyvale area and unloaded it and pulled it into a Nor-Cal members work shop.

Suddenly before I even knew what was going on six or seven Nor-Cal members showed up at this shop and started pulling the afflicted parts off of the car, and Larry made a parts run to his warehouse to get the needed parts. After about four hours, two parts runs, a new billet axle, bearings, keepers, bolts, shims, etc, etc, and three or four beers, various snacks and even a formula one race on TV (This Nor-Cal members work shop is a true car lovers religious experience, believe me! Thanks Jim Kuehne!) the car was repaired with new parts and we were ready to head down the road to San Jose to stay with friends for the night. This was also my wife and my 11th anniversary weekend. So due to the car troubles we didn't get to go see and do some of the things that we did originally plan for. That also figures into the trip home on Monday, but that is an entirely different story

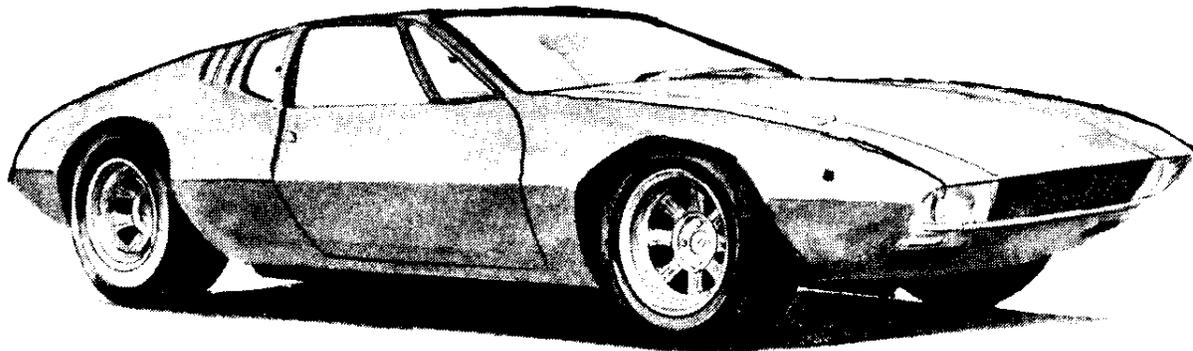
of its own!

Unfortunately we also were having some troubles with the car slightly overheating, and decided that we better count our blessings and just head home on Monday instead of going to the race track. Something I will most likely regret from now on. Oh well! The trip back to San Diego was rather uneventful. Cruised most of the way back between 90-100 until getting close to San Diego area and then the normal 70-80 that everyone else does. Overall had a good trip, enjoyed everything (except the car trouble itself), met some new and friendly people, missed the races, but didn't get stranded and made it home safely with the car in one piece. Who could ask for more?!

Sorry for this very long dissertation, but it was important for everyone to truly understand how this unique group of Pantera lovers from the Bay Area were so willing to help out a person that they didn't even know from squat, just because he was a fellow Pantera person and needed help. These people took their personal time on Sunday afternoon, after their vacation/trip was just over, and went out of their way to make both myself and my wife feel like a close family member. Most of these guys came straight over to the shop instead of even going home from Monterey to help out. One gentleman came all the way up to Sunnyvale from the Morgan Hill area, quite a ways away.

I never saw so many friendly and helpful people just wanting to help someone else out ever before in my life. So I just want to say that the Nor-Cal Pantera group is top notch. I also want to personally thank Larry Stock of Pantera Parts Connection for his time, parts and help. Instead of going home with his wife to Reno, he sent her on home by herself and instead came and spent the rest of a long day taking care of us. Also my hats off to Jim Kuehne and Jack DeRyke for supplying the workshop, labor, beer, snacks and also a home visit for my pregnant wife at Jack's house down the street, while the car work was going on. And also to the others that were there unselfishly to help. This just confirms what I have always known since first buying my Pantera and joining the club. Pantera people are truly the best and Pantera is definitely the best all around sports car! Thanks again everybody!!

Dan Miller in sunny San Diego.



NEXT CLUB MEETING

THURSDAY, September 25, 1997
8:00 P.M.

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

UPCOMING CLUB EVENTS

- September 21 ————— Ronald McDonald Drive For Kids (Tony Harvey)
September 27 ————— Mission City Classique Car Show (Doris Britschgi)
October 5 ————— All-Italian Car Show in Alameda (Doug Abadie)
October 26 ————— Checkered Flag Open Track (Ed Kornegay)

REMINDER — NEWSLETTER ARTICLES DUE BY 15TH OF EACH MONTH

PANTERA CLUB OF NORTHERN CALIFORNIA

Club Library Inventory

August 1997

Periodicals:

Large binder consisting of:

- A) Sports Car International—Pantera Road Test
- B) Street Racers, DeTomaso Pantera
- C) Ford V-8 Powered Legends
- D) Mid-engine Exotic Cars
- E) AutoWeek-2nd Annual Old Car Issue
- F) Auto Motor Sport Test
 - 1) DeTomaso Pantera. Flach-mann & Ford Cobra
- Motor Trend '89 Sports Car Buyers Guide
 - 1) Sports Cars of the World & Golden Oldies
- H) Clutch parts & alignment,
- I) Force Balance Accelerometer for Cost
- J) Exotic Cars - Road & Track
- K) Perfect Pantera—Fiberglass Replica Car Kit

PCNC Club Records 1975-1984—Red 3 ring binder

PCNC Club Records 1985-1987—Dark blue 3 ring binder

Misc Pantera International Articles, 1975-1983—Black Binder

Pantera Technical Information - Ted Mitchell, Master Mechanic—Black Binder

- A) Wheels & Tires
- B) Brake System
- C) Brakes - Part 1
- D) More about Pantera Brakes - Part 2
- E) About Pantera - Part 2
- F) About Pantera Brakes - Part 3
- G) Pantera Brakes - Part 4
- H) Steering Gear Fix
- I) Steering System Accessibility
- J) Suspension - Weight Distribution
- K) Suspension - Wheel Alignment
- L) Clutch Maintenance
- M) Engine Ignition
- N) Fuel System
- O) Fuel Injection
- P) Cooling System
- Q) Cooling System - Faults & Fixes
- R) Lube and Maintenance
- S) Ventilating & Heating (Heater Hose Shut-off)

More Pantera Tech Sheets—Small 3-ring gray binder

Pantera Parts list - in Italian—Burgundy 3-ring binder

PCNC Las Vegas Photo Album 1993—Gray Album

World of Cars Photo Album

Pantera Service Sources - Misc. loose-leaf information

Video - Panteras on the Road