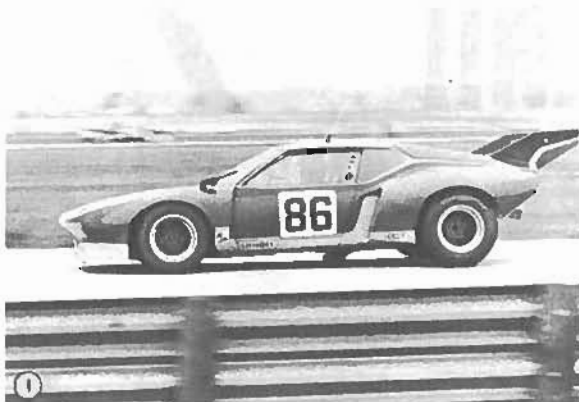


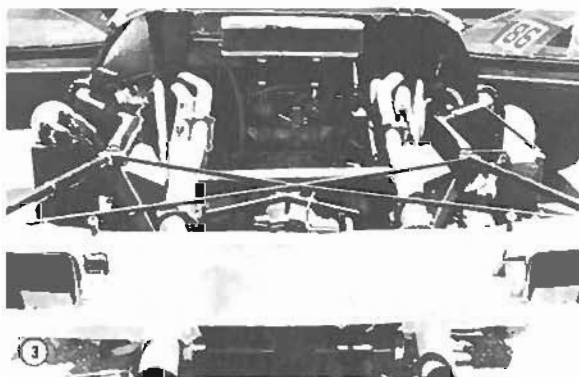
# Group~5 Pantera *Racer*

by Stuart Lance Rome

"An extraordinary car", I said to myself, when I first saw the Kleinpeter TEAM PANTERA. It is definitely a factory type Group 5 racer just as Lance Jones had described it in the Summer issue of Pantera International News. It became essential for me to record on film a few of the 1001 differences this car represented compared to a street Pantera. The opportunity came at the conclusion of the final SCCA-



Group 5 TEAM PANTERA has highly aerodynamic body which includes full length aluminum undertray which enables it to exceed 200 mph.

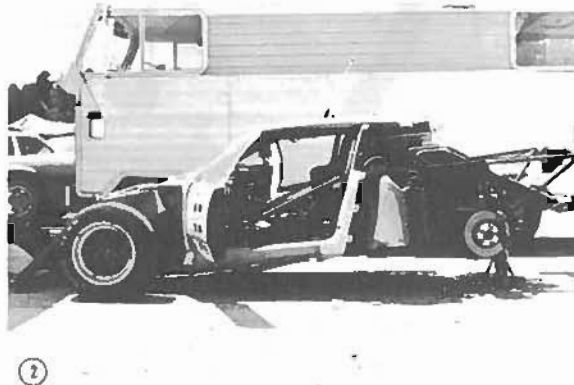


View from the rear shows small tubular subframe supporting fiber glass panel. Held on by 4 bolts it comes off to allow engine or transaxle to come straight out. Note oil coolers mounted left and right sides.

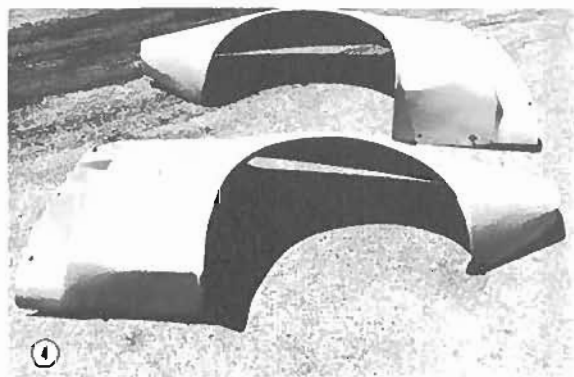


Fiber glass doors with plastic "glass" use aluminum hinges and are held on by the aviation quick-release pin laying in front of the Valvoline decal. Total door weight is 11 pounds. A stock door weighs about 50 pounds.

USRRC race at Palm Beach International Raceway in Florida, which TEAM PANTERA won in a devastating display of performance and reliability. (The car has swept with overall wins all 3 of the races Kleinpeter contended in the USRRC series, to win the S.E. National Division Championship title). The new 600 bhp engine helped lower the car's lap time by almost 2 full seconds beneath the class record Kleinpeter broke in February at this same track. I was really impressed with the results of the nearly 4 years of totally private development without a hint of any factory assistance. Since the car is up for sale and may go off at any day to Europe or South America and never seen again in the United States, it pleases me to be able to share the following photos of the Pantera with its "clothes off" with the readers of the Pantera International News.



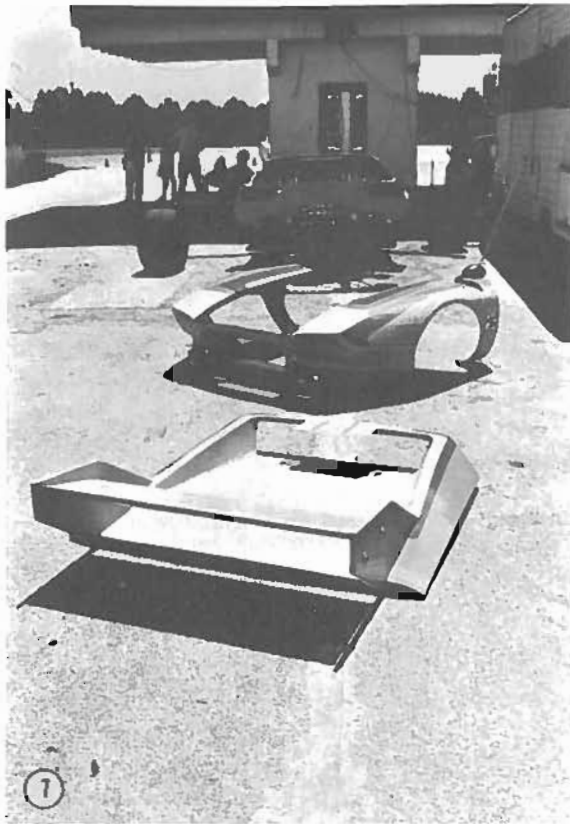
60 seconds with a screw driver and the entire body comes off to facilitate repairs or maintenance. Only center cab section of original Pantera remains.



Right and left side rear fender/body pieces are made of hand laid-up 1/2" fiberglass, and attach with aviation Dzus fasteners. A fender can be removed or replaced in about 10 seconds.



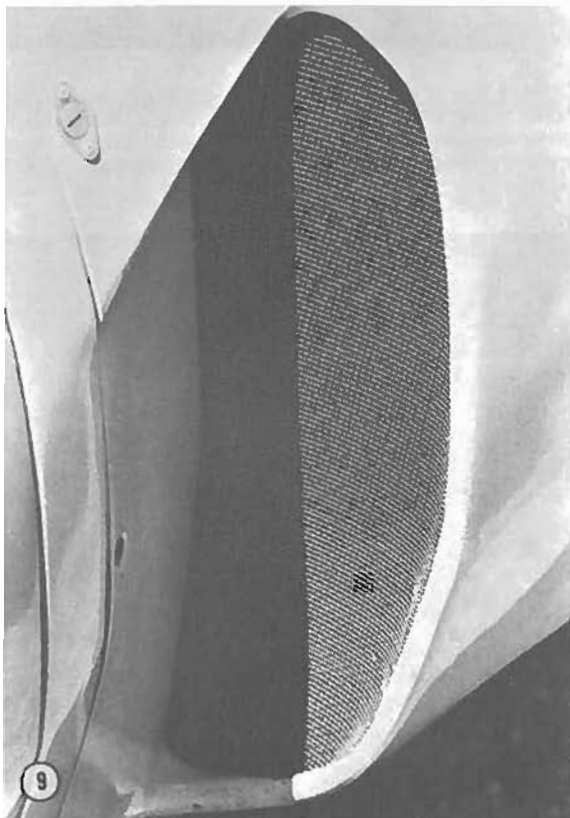
Front deck lid is also fiber glass, with duct for exiting radiator air. Hole in upper left of hood provides access to leak-proof quick refueling coupling.



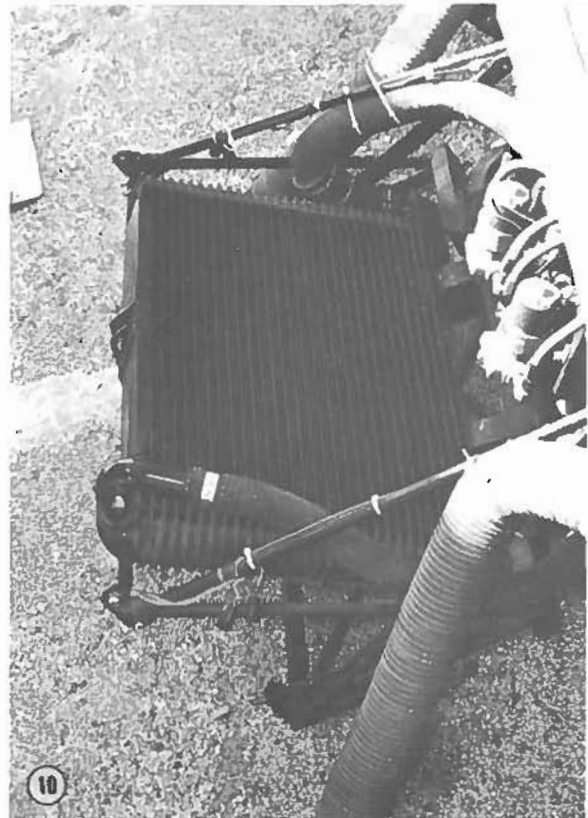
The fiber glass winged rear engine cover is in the foreground. Wing is aluminum and adjustable. Behind is fiber glass front end. Night-racing front end has internally mounted Super Oscar Cibie quartz-iodide lights (1 mile range) projecting through plastic lens.



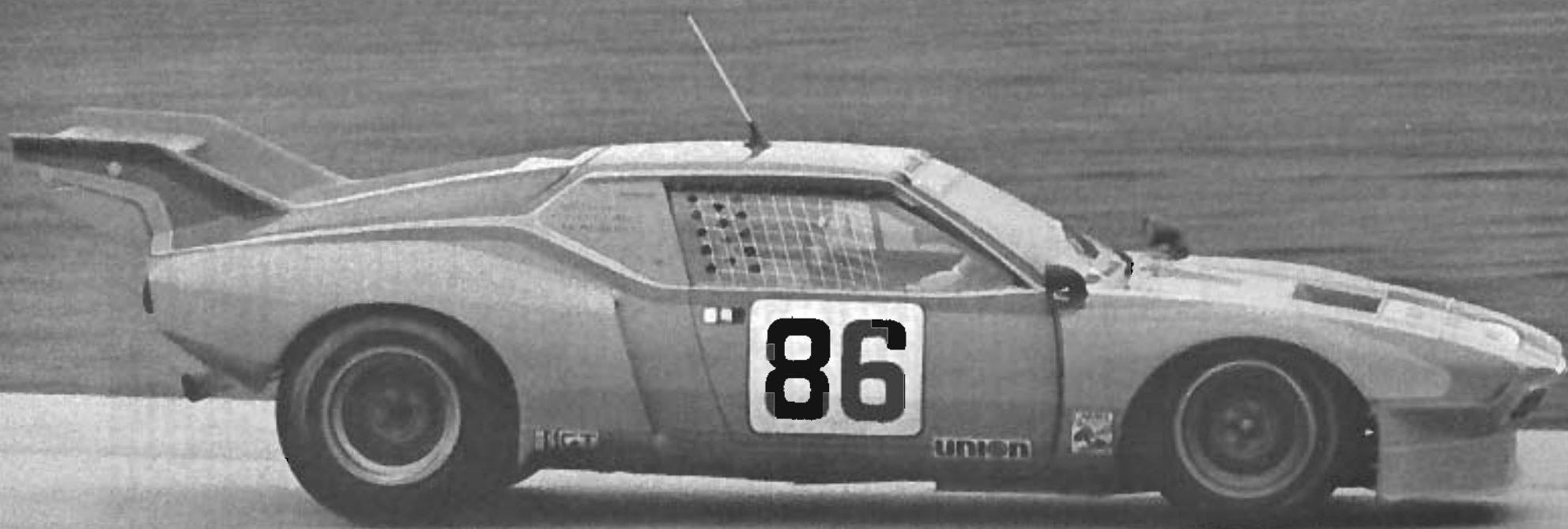
Air caught under front or rear fenders escapes through openings. Note Dzus fasteners and aluminum mounting block for rear adjustable anti-sway bar.



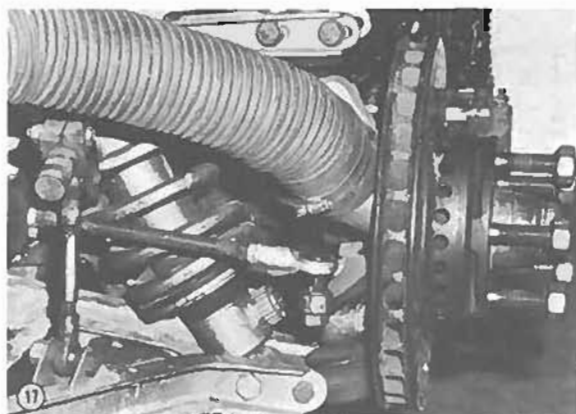
Oil coolers for engine and ZF are mounted inside rear fenders behind screened ducts.



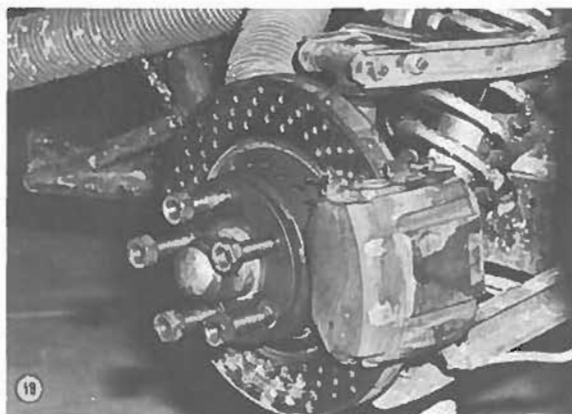
Water radiator is a modified aluminum big-block Corvette unit pitched forward at severe angle. Behind it are 2 Holly high capacity electric fuel pumps which move gasoline to a high pressure mechanical fuel injection pump. Large tubes are ducts for brake cooling air.



**Congratulations** Hugh Kleinpeter & TEAM PANTERA on Southeastern Division Championship. !!



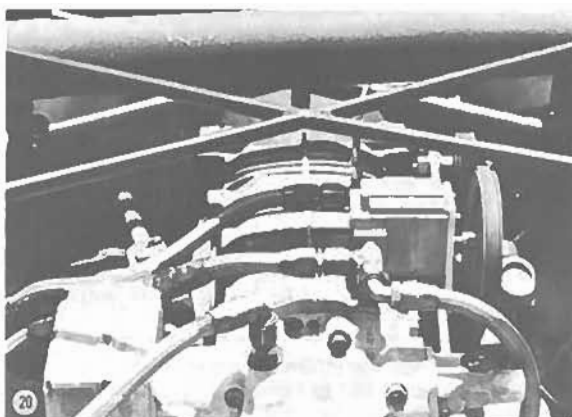
Adjustable front anti-sway bar is mounted on rod end bearings. Koni competition shock absorber is adjustable for bump and rebound as well as spring height location.



\$2500 brakes are 12" Lockheed ventilated and drilled discs. Aluminum calipers contain 4 pistons and large quick-change pads. Fluid hoses are stainless steel and teflon lined. Wheel studs are 5/8" Nascar units. Magnesium wheels are 11" and 15" wide and were made in Argentina.



Left rear side view of car reveals engine oil cooler and duct, fuel injection surge tank, 4 into 1 tuned exhaust system, and tubular chassis subframe. Note complete accessibility.



Belt driven by right half-shaft drives special pump used to move and filter ZF gear lube through right side cooler.

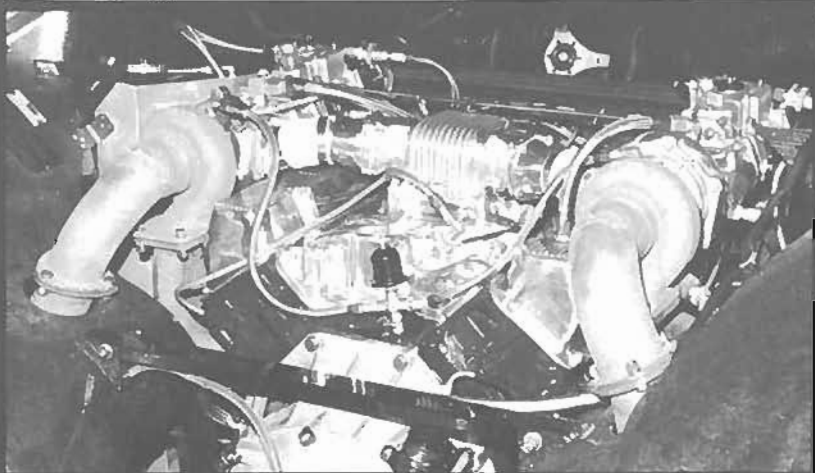
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STATE	MEMB. NO.	STATE	MEMB. NO.	STATE	MEMB. NO.
CALIFORNIA (Northern)		IOWA		PENNSYLVANIA	
Huffman, Gary	1837	Berge, Merle	1798	Anderson, George	1790
Rector, Jesse John Jr.	1817			Pizzano, Barry	1818
CALIFORNIA (Southern)		MASSACHUSETTS		SOUTH CAROLINA	
Carson, David	1847	Dona, Ray	1806	Frampton, Wallace	1795
Christy, Don	1800	Garabedian, Charles	1834	Reid, Phillip	1808
Diehm, Kay & Larry	1792	MICHIGAN		TEXAS	
Hiroshima, Michael	1835	Mikos, Mike	1840	Jones, J.R.	1816
Holloway, Jerry	1812	Schans, Rick	1833	Jones, Jack	1841
Johns, George	1832	MINNESOTA		Pringle, Raymond	1842
Munch, Bruce	1799	Curry, Dan	1793	Rogers, John	1845
Peak, Donald	1789	MISSOURI		Trinkle, Patrick	1844
Pituch, Walter	1872	Hoover, Jim	1802	WISCONSIN	
Poff, Harrison	1805	NEW HAMPSHIRE		Zimmerman, Jim	1828
Roy, William	1838	Sinibaldi, Dennis	1804	INTERNATIONAL MEMBERS	
Schaeffer, Bill	1815	NEW JERSEY		CANADA	
Stuewe, Chuck	1807	Hardy, Dan	1826	Faucher, Paul	1822
COLORADO		Trenga, Eric	1801	PUERTO RICO	
Anderson, Randall	1819	Zane, Larry	1813	Rodriguez, Tomas	1809
Gonzales, John	1825	NEW YORK		NORWAY	
CONNECTICUT		Barta, Fred	1811	Skjoldt, Harold	1831
Clark, Scott	1814	Logue, Marie	1794		
Hoffman, Joel	1843	Mayo, Paul	1810		
FLORIDA		Powell, Casey	1796		
Alvarez, Martin	1821	Radawicz, Richard	1830		
Trenka, Herb	1824	Ugland, Andreas	1839		
HAWAII		OHIO			
Hart, Patrick	1846	Price, Rick	1797		
ILLINOIS		OKLAHOMA			
Davis, Martin	1836	Moody, Randy	1823		
Jones, Benny	1829				
Metz, Larry	1820				
Rogers, James	1791				
INDIANA					
Roethelis, Tim	1803				

## RENEWALS

Membership numbers up for renewal —

2nd year — 1574-1639  
3rd year — 1299-1364  
4th year — 880-1004  
5th year — 376-472