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PROFILES



2016 No. 4



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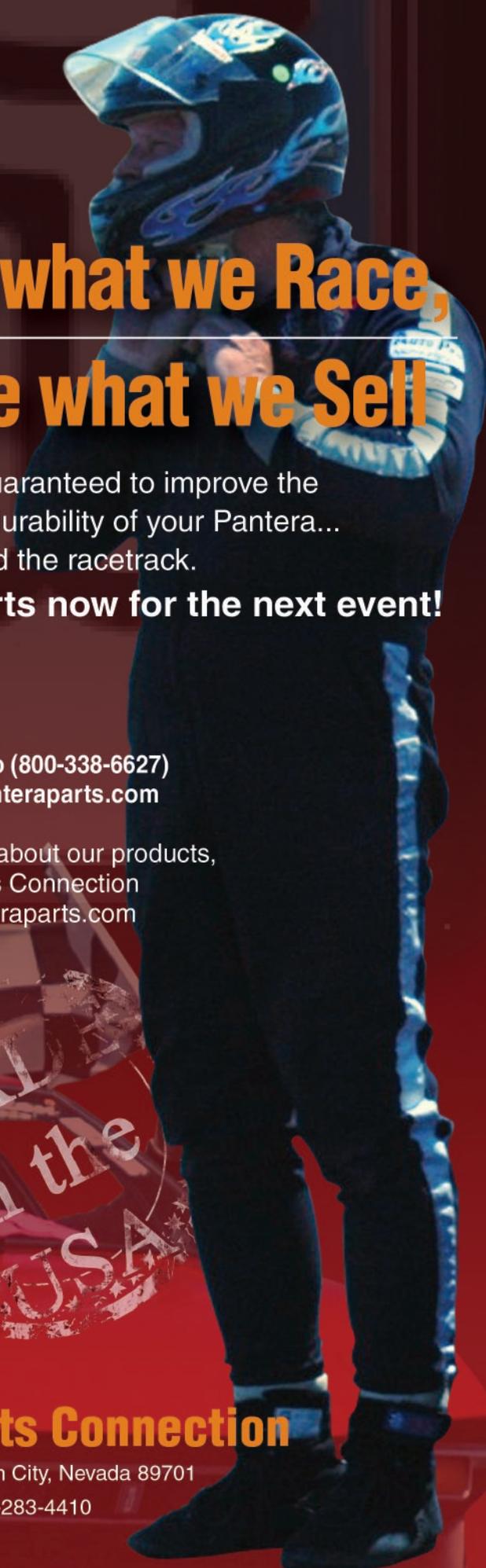
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PJ Couillard

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Editor's Notes

By Mike Haney

A lot has happened since the last issue of Profiles went out. Rather than dwell on negatives, I would prefer to highlight the positives.

POCA is still active and still has a functioning Board of Directors. We had a few empty seats to fill, but Jack DeRyke and I have returned to complete our tenures, and Les Gray has stepped back in as the most recent Past President. Josette D'Orazio has resumed her post managing the club store.

The POCA website is still up and running. The POCA Forum is still active, although it is now moderated by Asa Jay Laughton and Larry Finch. It even has a link to the DeTomaso forum archives, something that was deemed impossible when the website was re-created.

On a sad note, POCA Vice President Mike Burnett has suffered a massive heart failure. Let us all hope for a full recovery.

With DeTomaso prices rising seemingly exponentially, now is probably a good time to revisit your Pantera's insurance. Nancy recently went to Hagerty Insurance's Valuation tool page on their website (www.hagerty.com). This tool allows one to select their car by model and year. For Nancy's 1973 L Model, it shows an average value of \$81,700.

According to Hagerty, this figure has been gathered from auction prices, asking prices, dealer sales and peer-to-peer sales. Hagerty claims to have the most well-rounded data in the collector-car world.

Getting back to the valuation page, an overview of the model is shown, with surprisingly correct info on the Pantera, and showing a

total of 2047 '73's produced (this number concurs with the calculations that George Pence has made).

Scrolling down on the page, current values are shown, ranging from \$111,000 for a #1 Concours-condition car to \$67,000 for a #4 Fair condition car.

With the agreed value of her car set at \$38,000 many years ago, she decided to raise it to \$68,000 for a very moderate increase in her premium. It's certainly not a show car, with its 20-foot paint, but is a solid driver.

When we're accosted by a passerby as we get out of the Pantera, we can no longer tell them that it isn't a high-priced exotic car, one that costs less than half of what a new Corvette costs. I imagine that now we'll have to admit that you can buy a reasonably priced Pantera for about half of what a new Ferrari goes for.

Who knows when (or if) the bubble will burst or where prices will plateau, but it appears that the days of being able to buy a reasonably priced, unmolested and drivable Pantera are over.

Panteras certainly seem to be the flavor of the month, with cars crossing the TV auction blocks fairly regularly, while others are being restored by Big Easy Motors on the History Channel, Chip Foose (while not shown on TV, it was featured in the 2016 *Profiles #2*) and most recently, Fast & Loud on the Discovery Channel. The first two were pretty sympathetic restorations, while the last was, well, a rather modified Pantera. While some viewers (and a rather large contingent of writers on the DeTomaso Forum) might not have liked Fast & Loud's interpretation, I would suggest that the results of these

three restorations reflect the historical Pantera community fairly well.

Astute readers may have noticed that this issue is in full color. This is a change that I have been hoping to make since taking up the mantle of Editor. Not only does this make for a better experience for the reader (at least this is my hope), but it also reduces my workload immensely.

Previously, I have had to create two different versions of Profiles, one with black and white content to be printed and a second color issue for archiving on the POCA website (log on at poca.clubexpress.com to see back issues). This involved converting all of the wonderful color photos which I received into black and white, adjusting the highlights and shadows and hoping that there wasn't too much change introduced when printed.

With this change to full-color, there is obviously an increase in printing costs. When President Michael Shortt suggested changing printers for one which he chose, he said that this would result in a savings of \$8000 per year. Unfortunately, I can't say how he arrived at that number. I requested price quotes for full-color from our current printer and his choice for printer, and the price difference was less than \$300 per issue (less than \$1200 per year, assuming 4 issues per year).

What this means to you the reader, is whether to keep this format or go back to the previous format. If you prefer full-color and the associated increase in cost that it brings, let your Chapter officers and/or the POCA Board know.

In the meantime, please keep the submissions coming; one day YOUR car may be featured here.

Ten Years Ago

By Richard Barkley

The front cover and the centerfold of the 2006 #4 issue of Profiles is Dave Jacobson's beautiful metallic-red 1972 Pantera. The back cover is a collage of 11 photos associated with the 5 feature articles between the covers. Let me mention here again that past issues of Profiles are available on the new POCA.com website. You have to be a member and sign in to access the Members Only area.

The first article, written by Rick Moseley, is about the two Qvale Mangustas that Kjell Qvale had commissioned for the 2000 Trans-Am season to help promote the return of the "New Mangusta". After seeing the the cars, Rick and his friend Carl Stein decided they had to have one. As of the writing of the article they were leading the GTI class in the San Francisco region of the SCCA. An excellent article that's well worth the read.

The story of Dave's '72 centerfold car is an interesting one. Dave is basically a Corvette guy but one of his friend's dad owned a LM dealership and would frequently drive a Pantera home. Dave knew he had to have one. The car had been sitting for 18 years in Chino, CA. Anthony Freitas had bought it in 1980 with the intention of restoring it, but never got around to it. Mike Mayberry found it in '99 and preceded to restore it. After completing the restoration in 2003, Mike sold it to Joe Idol in North Carolina. Another couple of owners later, Dave bought it from the PI website in 2006. At the time of writing his article, Dave was making plans for upgrades to make the car "absolutely perfect".

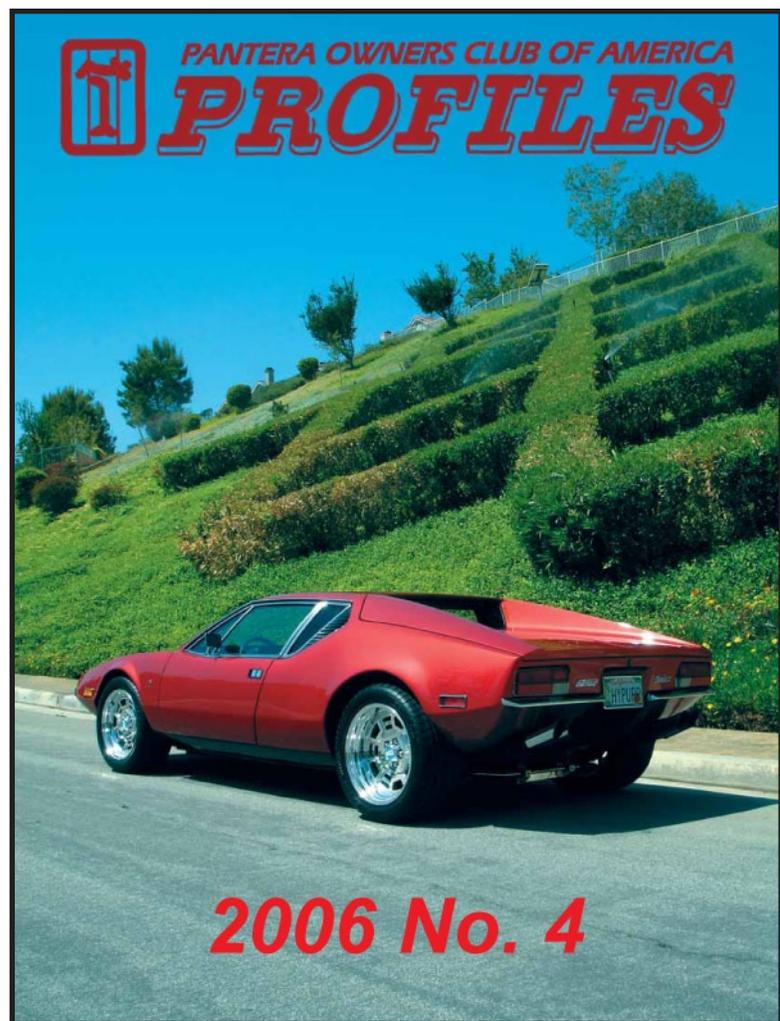
In "Monterey Historics Weekend—DeTomaso Fans Flock To The Monterey Peninsula", Mike Drew summarizes the Concorso Italiano and

the Monterey Historics Races at Laguna Seca. As 2006 was the 35th anniversary of the Pantera, the Concorso made the DeTomaso the featured marque and Tom Tjaarda was a special guest. The DeTomaso display was quite impressive with 83 cars present.

Chuck Engles wrote about an annual event in Dallas, TX: "The Wrath Of Grapes Road Trip—The Italian Car Fest Draws Panteras From Far And Wide" where the Pantera and Tom Tjaarda were also being honored for the 35th. Chuck lives in Oklahoma, about 200 miles from the event, and his story starts out with his preparation for the trip and various "plans": they finally ended up

with "PlanE". His 11-page article is quite detailed, informative and, in Chuck's usual style, fun to read.

The final article is "Journey To The Gentry's—Pantera Club Of Northern California Members Hit The Road", is a three-page article about the second annual journey to Brian and Kathy Gentry's central California ranch. What started out as a leisurely drive soon became a traveling tech session when one of Randy Welch's U-joints lost a retaining clip and was damaged in the process. The crack PCNC tech team was able to reassemble the somewhat damaged bearing and use a better fitting clip to get the Welches back on the road.





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Thank you,

Josette D'Orazio

POCA Store Manager



Spring Fling & Showcase 2016

By Gerry Romack

The 4th Annual Spring Fling & Showcase began this year with a group of Pantera Owners going to The Museum of Science & Industry in Chicago, Illinois on Friday, June 3. I myself live west of Chicago and hadn't been to the museum in over 15 years. The changes in the exhibits and the new scientific displays were simply astounding. Those that went on the museum trip were impressed by how the German U-505 Submarine was displayed in its own building surrounded by kiosks that described items and explained their use in World War II relating to the submarine. We were all amazed at how sophisticated the mechanicals were in the U-505 submarine considering it was built prior to 1944.

Friday evening, June 3, consisted of the 7-10 P.M. Meet & Greet with Drinks and Hors D'oeuvres provided for everyone. The weather outside of the Gallery Hall at the Pheasant Run Resort was cold and windy with predictions of serious storms for the morning.

Saturday, June 4, began at 8:30 A.M. with a 9-mile drive to the Morton Arboretum just south of Barrington, Illinois. The Chicago Supercar Saturday is a well-attended car get-together that can have as many as 500 cars in attendance. The weather did not cooperate very well and provided on and off rain the entire morning, cutting attendance down to about 200 cars. The six Panteras that entered the Arboretum together drew a considerable gathering as we made our way to an open parking area. Despite the rain there were some interesting cars in atten-



The Supercar Saturday display.



German WWII submarine U-505. Launched on May 24 1941, it was captured by the aircraft carrier USS Guadalcanal on June 4, 1944. In 1954, it was dedicated as a war memorial to all the sailors who lost their lives in the two Battles of the Atlantic.

dance... a Porsche 918, a Bugatti Veyron, and a La Ferrari to name a few.

At 11 A.M. we were getting rained on quite consistently so we left with many people stopping for lunch on the way back to the Pheasant Run Resort.

Tech sessions began at 1 P.M. with Jim Griffith showing current safety equipment and the importance of date codes on tires. I gave an update on EZ Power Steering (which I believe is the best update that I have done to my car) and steering rack rebuilding followed by a demonstration from Michael Schultz who is the Senior VP in charge of Product De-



Jon Haas from Pantera Electronics demonstrated some of his new products.



Michael Schultz, VP of Turtle Wax, gave a great presentation.

velopment for Turtle Wax. His great presentation left everyone exuberant with new products from Turtle Wax to take home and use on their respective cars. I might add that it was raining so hard outside the building while Michael was doing his presentation that you couldn't see more than 100 feet.

Jon Haas from Pantera Electronics gave a nice demonstration of new products and reminded everyone that checking the wiring and connectors is just as important as changing the hoses and fluids, something that hit home later when one attendee's car wouldn't start due to a melted con-



The rain came down in time for the judging of the cars.

necter in the steering column. The last tech presentation was on Air Conditioning Modernization in a Pantera with Dave Doddek and myself. This was done with a Pantera A/C-heater box on display and pictures with templates to document what was done to update the A/C to Orifice Tube design using R134 which most all production cars have used since the 1980's.

During our presentation on Air Conditioning, Dave Adler was out in the parking lot judging the cars in attendance. I had given him a list of the trophies to be given out and asked him to rate the cars and give me his



Dave Doddek, on modernizing the Pantera Air Conditioning.



The tech session was very well-attended.

recommendations with the license plate numbers. I didn't realize that it was pouring down rain the entire time that he was looking at the vehicles.

The evening dinner began with introductions of the Great Lakes Pantera Board members beginning with President Dave Doddek and continued around the room to everyone in attendance. The donated raffle items that were on display helped generate enough money to offset the cost of putting on the Spring Fling. Many thanks to the people and vendors who supported this year's event.

Dinner concluded with the in-



Dave Adler told of his long-time connection with the DeTomaso marque.



Spring Fling trophy winners: Jim Griffith - Best Interior, Joe Russo - Best Engine, Bob Knox - Best in Show, Bill Van Ess - Farthest traveled, and Gerry Romack - Best in Paint.
(author's note: All I can say is the rain must have done something to enhance the appearance of my 74L because there were some very nice cars in the parking lot.)



The dinner concluded with Gerry Romack playing a tune from Phantom at the request of one of the vendors in attendance.

roduction of Dave Adler and his lovely wife Linda. The illustrated story that Dave told began in 1968 when he fell in love with a Mangusta prototype that was parked in front of their record store in Long Beach, California. The story went through the DeTomaso lineage and the progression of models with the tantalizing pictures and movies that embellished the beauty of the DeTomaso cars and concluded with the closing of the Modena plant in 2005.

Sunday, morning June 5, breakfast at the Colonial restaurant where Steve Scherrer presented Dave and



At the Colonial Restaurant, seven people helped Linda and Dave Adler finish off their Kitchen Sink.

Linda Adler with the Kitchen Sink. This Colonial Ice Cream specialty took seven people to finish off.

Many Spring Fling attendees had to leave for home on Sunday afternoon but a few took advantage of the Fermi National Laboratories "Ask A Scientist." The talk on "Magnets on High Energy Physics" given by Bill Harding was incredible to say the least, as was the tour of the accelerator lab facilities.

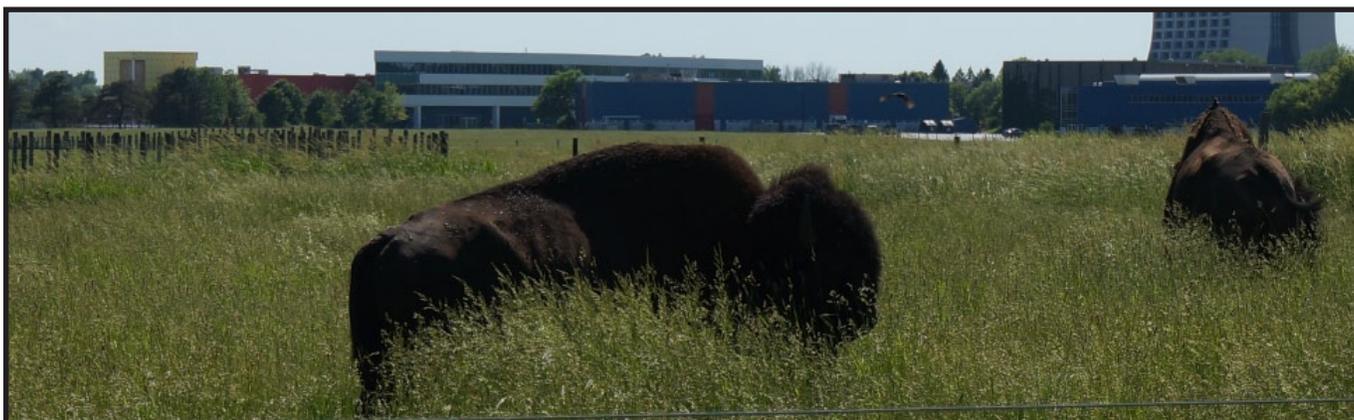
The Sunday, June 5th, Fermi Lab tour ended the 4th Annual Spring Fling with everyone driving away enjoying the fantastic scenery surrounding the Fermi National Accelerator Laboratories.



Touring the Fermi National Accelerator Laboratory.



The Fermilab Ask-A-Scientist talk on Magnets was exceptional.



Bison grazing the restored prairie surrounding the Fermi National Accelerator Laboratories.

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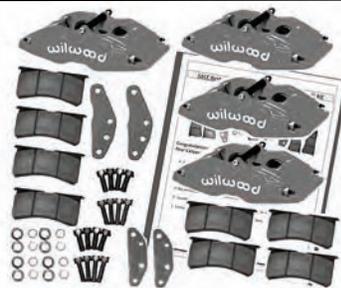
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DeTomaso of the Quarter Blood, Sweat and Gears The PONE Express Story

Story by Chuck Engles

Photos Chuck Engles & Wally Baldyga

“Great things are not done by impulse, but by a series of small things brought together.” – Vincent van Gogh

The Pantera was unveiled to the American public in 1971. New Pantera owners were quickly impressed with the Italian midengine exotic. Having tasted the prowess of the street Pantera, many dreamed of an even more potent and powerful Pantera—a racing Pantera. It seemed so easy to do and so irresistible. The number of unfinished project Panteras reflects that, however enticing the racing Pantera idea was, the reality was much harder to obtain.

One Pantera fulfilled the dream. **Prelude**

One day in the early seventies in Clermont, New Hampshire, a Pantera cut in front of a large truck. The truck driver thought that he would surely hit it, but to his amazement the Pantera accelerated faster than expected and he enjoyed the rapidly disappearing view of the upturned Pre-L exhausts and the rear suspension. The truck driver was Wally Baldyga. He soon bought a rusty '71 Pantera that needed a total restoration. He tackled it and finished it, but a friend just had to have it and bought it from

Wally. From that point onwards, Wally began buying Panteras, both wrecked and unwrecked for parts as well as for restoration. At one time, there were 30 Panteras in various states of assembly and disassembly in his possession at Wally's Automotive.

About ten years later, a dentist was seduced by a Pantera and struck a deal with the seller. Unbeknownst to him, he had bought it with an offer just slightly higher than Wally's earlier bid. The car needed a new steering wheel and the dentist was directed to Wally's Automotive for repair. He drove up and showed Wally the problematic steering wheel, at which point Wally said,



Wally Baldyga, left and Gary Archambault, right circa 1993.

“So you’re the son of a bitch who bought the car out from under me.”

After that salty start, Gary Archambault and Wally’s relationship improved. Wally asked Gary what he was going to do with the car and Gary said, “I want to go racing.” Gary had Wally convert the Pantera to a Grp 3 car. Gary took it to a driving school at Lime Rock and, intoxicated with the car’s power, proceeded to pass seven cars on the straight-away. That was a spectacular feat, but he didn’t make the turn at the end of the straight and harmlessly spun out. He damaged his ego, but not the Pantera. He had an epiphany that he had a lot to learn about race driving.

Then came several formal driving schools with Skip Barber, Bob Bondurant, and others. Then followed many driving events and the accumulation of hours of seat time at speed on actual race tracks. Practice makes perfect and the rookie spinner became a skilled and proficient driver. In order to get more track time and track events, he also campaigned a Porsche 944 turbo. He was good enough to become a driving instructor for the Porsche Club, Shelby Club and Ferrari Club events.

He reached a point with his Pantera, now modified to a GT5, that he shared the track with the Hall Burgundy Express in the early nineties. He recalls that while he could stay with the purple Pantera in the twisties, he couldn’t take him on the straights. Gary did not like the situation. Wally pointed out that Gary’s GT5 street/track car was fast, but was consistently getting beaten by single purpose race cars.

In the course of going faster Gary found Pat Mical for modifications to his Porsche. Pat runs a professional sports car garage, Performance Automotive Technology, and owns a highly modified Pantera #2356 perfectly converted to a Pantera 90 Si that was displayed in Vegas in the early nineties. More recently, his



The burnt Philly shell, VIN 2182.

expertise and his fully adjustable Pantera suspension have been successfully utilized by more than one European Vintage Racing Pantera. Gary and Pat were well acquainted from wrenching and racing Gary’s Porsches and Pantera Gr3/GT5.

Sometime in 1993, Wally said to Gary, “I want to build a full race Pantera.” Gary replied, “I want to drive it.”

The idea was conceived and a simple plan was made to build a Pantera Group 4 race car.

The formula of driving talent plus an effective racing platform is a well known and an elusive winning combination. Mark Donahue’s Unfair Advantage and John Horsman’s Racing in the Rain examine

the magical combination of machine, mechanics and driver. Wally had the good fortune to stumble onto the formula, unknowingly.

Early on, Pat Mical joined Wally and Gary in the Grp4 project.

The Plan and the Process

“Simplify, then add lightness.” – Colin Chapman

It would seem that the catalyst for the idea was a burned Pantera shell from north Philadelphia. This mostly intact shell would be completed with the rear clip of a deceased Pantera at Wally’s.

The two Panteras were dipped and stripped of their paint and rust. Then they were treated with phos-



Wally welding with the Pantera on the special rotisserie jig.

The Group 4 Racing Pantera

The Group 4 was chosen to go against the “big boys”. Only 14 lightweight chassis were built, and they were delineated by the addition of the letter “A”, for Allegerita (lightweight) in the chassis number.

Two models of the lightweight Pantera were built. Originally, the racing version was going to be called the Gr4 while a street-legal lightweight model was to be known as the GT4, but the demand for race Panteras was so high that immediately, all the GT4 street cars were upgraded by the factory to full race spec. Although the factory officially classified the two types of cars as separate models, in reality they were identical.

The most obvious difference between them and a standard production Pantera was the massive fiberglass flares riveted to the fenders; these allowed the fitment of equally massive wheels and tires (15 x 10 inch in front, and 15 x 14 inch in the rear). But in fact the car was substantially modified from the standard configuration.

It was much lighter than a production Pantera, due to the use of aluminum for the doors, hood and decklid, and the extensive lightening holes stamped into most of the main chassis pieces. The complete car weighed only 2750 lbs (1250 kg). The heavy cast-aluminum engine and transaxle mounts were replaced by much lighter ones of welded steel, again filled with lightening holes.

The Gr4 Pantera made a fantastic debut at Monza in 1972, where the overall win was virtually locked up until the alternator mounting bracket failed, and the car failed to finish. Throughout the 1972 and 1973 season, the car won races in front of a flurry of Porsches. Unfortunately, DeTomaso failed to support the Pantera racing program, so by the end of the 1973 season, the Pantera was outclassed in the top ranks of FIA endurance racing.

– Mike Drew



The shell with the rusted section removed.

phate to prevent rust and they were returned to Wally to begin the transformation into a Group 4 race car.

Pat loaned Wally a special rotisserie jig specific for the Pantera. The shell was precisely bolted by its eight lower suspension pickup points to the jig, which held the monocoque body correctly aligned during all the work to remove damaged and weakened sections. The right rear corner was the worst followed by the back panel. The donor clip was fitted and welded into place on the jig, which insured

correct alignment of all the pieces.

Now an entire, no-rust, straight Pantera platform serial number 2182 was ready to be the foundation for the work ahead. To add lightness, multiple holes were cut into non-weight bearing areas of the shell. Although Gary was not a mechanic and his skill was in the driver's seat, his dental expertise was fully utilized with extensive use of the hole saw.

During this period, members of the P.O.N.E. chapter pitched in with various and sundry labor. They



Reassembly: fenders cut and ready for GT4 flares.



Front flares and hood installed, with fuel cell mounted in the front trunk.

would informally come and go and assist the great work. Don Castonguay, Andy DiFatta, Paul Blanchette, John Glaze, Koji Kubota, Jim Moran, Bob Rivard, Mark Obermeier, Bob Reid and P.J. Coulliard all pitched in from time to time.

Charlie Baltronis of Twin Brooks Restoration fabricated new rocker panels and aluminum head light covers and front hood skin. The rear deck is fiberglass. Pat supplied genuine factory Grp 4 fender flares and front air dam made of fiberglass and secured with DZUS fasteners.

The rolling shell was then trailered to Joe Cipriano at Plymouth

Auto for a paint job of 1994 Corvette Competition Yellow with black trim.

The painted roller then went to Pat's shop for suspension, brakes, drivetrain and wiring installation.

Wally confesses that the spring rate he guessed at just happened to be right, 375 pounds in the front and 550 pounds in the rear. As part of the lightening process, new magnesium uprights were custom cast at Yankee Magcast, but were never actually used. Stock Pantera uprights with Pat Mical's bearing modification were used. Pat also installed his adjustable A-arms and seriously lowered the car. Stock suspension



Finished shell before painting.

points were not changed. The adjustable front A arms permit up to six degrees of positive caster. Custom sway bars were also fabricated for use with the adjustable suspension. The shell was stiffened with a custom six point chrome moly 4130 roll cage.

The Engine and Drivetrain

The first version of the engine was built with an American Cleveland block bored thirty over. A stock cast factory crankshaft with internal balance and Carillo rods with forged aluminum pistons formed the short block. Wally preferred iron heads based on cost, but Gary and Pat recommended better heads and Gary provided some Ford C302B heads and a high rise single plane aluminum manifold. The compression ratio was 10.5:1 This was later topped with a BLP racing carburetor. The camshaft was a solid lifter cam that had come out of one of Gary's engines. The actual redline has been given variously as somewhere between 7200 up to 8250 rpms. The engine was built by Richard Pedemonte, who reported a dyno result of 498 horsepower. Unfortunately, Richard's curious custom was to not give out the printed dyno test numbers. The engine was bolted to a stock ZF-2 transaxle without any special modifications.

The final touches were provided by Mike Forte of Forte Parts, a sponsor. These included a fire suppression system, Earl's plumbing parts, a brake bias control and accurate Auto Meter gauges. The side window elephant ear scoops were donated by Bob Reid.

The final weight of the car was an amazing 2,400-2,450 pounds.

The Early Days

The debut of the P.O.N.E. Express was to be at the Italian Challenge on July 4th, 1994. After a four day thrash and final all-nighter to complete the car, a test of the



The office with lightening holes and roll cage.



After painting, Gary in the driver's seat and Wally at right.



PONE Express at Pat Mical's shop, Pat at right. Note alternator above ZF driven off of the half shaft.

engine revealed bad noises on start up. The deeply disappointed Express Team shut it down and pushed the Pantera onto the trailer and towed it to the Poconos where it was moved to its resting static display.

Over the next three weeks a valve guide problem was rectified and the sedate debut—the silent debut—was soon to be forgotten.

On July 22nd, 1994, the P.O.N.E. Express touched the Lime Rock tarmac. The first track event had ex-POCA president Joe Moore in attendance. Typical debugging issues surfaced. The carb was not right and three other carbs were tried until they found that the one from Gary's Pantera ran the best. The brakes were so bad that Pat persuaded ex-CanAm race driver Giovanni Sorbello to test the car. He came back after a couple of laps and agreed with Gary that there was a brake problem. It was found that the brake bias was all to the front and none to the rear. The brakes were good at low speed on the pit road, but poor at high speed. Pat found that the hydraulic pressure at the calipers was low. He ultimately modified the brake pedal and installed a new Wilwood master cylinder, which resulted in the caliper pressure rising from 600 psi to 1000 psi. Finally, the embarrassment of a flat tire with no spare added to the tribulations of a first track outing.

A session at the Charlotte NASCAR track with a combination of high speed sections and a short twisty infield revealed more problems. The Pantera was running well, but Gary noticed that it was unstable at speeds north of 160 mph. He also noticed that the car actually seemed to be creaking. A fourteen inch crease appeared in the roof.

Back at the garage, Pat persuaded Wally and Gary to modify the front spoiler by an additional inch and further lowering the car. Wally proceeded to weld in more 4130 moly steel attachments for the cage

to the body that further stiffened it.

Sometime in 1995, Gary was testing at Lime Rock and shared the track with the Porsche North American 911 race team using the 3.2 liter engines. With the cumulative modifications and tweaks, the Pantera easily powered past the Porsches on the straights and could pass them in the corners! Gary was so thrilled with the braking and handling that he said, "my grandmother could drive this car." He credits Pat's attention to the brakes and suspension as well as the team effort.

Hooked Up and Dialed In

1996 was a remarkable year. Gary Hall decided to send his Burgundy Express to the East Coast for two events with Bobby Byers and Butch Engelbrecht. They would participate at the Shelby SAAC Lime Rock event and then the Italian Challenge in the Poconos.

The Burgundy Express started as a true Pantera GTS. It is modified by Hall Pantera and is powered by an aluminum Fontana block with a reputed 600 hp. It holds the Bonneville record of 202.875 mph on the salt as the world's fastest Pantera. Hall has also campaigned it on road courses.

At the SAAC event the PONE Express and the Burgundy Express were the only two Panteras on the track. Both Gary and Bobby recall that they lapped the field. In the last track session, Gary was gridded eleven positions behind the Burgundy Express. Gary still beat the Hall Pantera. As Gary said, "The car was right."

I was present in 1996 at the Italian Challenge. The track event was held at the Poconos NASCAR tri-oval and utilized two straights and two banked turns connected by the common infield twisty course. The Italian Challenge brought out the length and breadth of Italian cars from Fiats and Alfas to Ferraris and Lamborghinis; from street cars to race cars.



First outing at Lime Rock, July 22, 1994.



Wally's Auto pit crew at work at Lime Rock.



Cockpit in racing trim at the Poconos.

A Race Car For the Street

Two hundred miles per hour was a mythical speed in the 1980s.

Akin to the race to break the sound barrier 40 years earlier, the 200-mph mark remained elusive. Many thought Porsche would be the first to crack the mark with their ground-breaking 959, but even they turned up 3 MPH short.

Ferrari decided to go in the opposite direction of Stuttgart and built an incredibly lightweight supercar that was fitted with an extremely powerful twin-turbocharged V-8. The plan worked, and the F40 was the first production car to break 200 mph, registering a top speed of 201.4 mph.

While Ferrari never originally intended for the F40 to go racing, a number of individuals with the wherewithal to put the car on the track quickly realized the F40's racing potential. Daniel Marin, of Charles Pozzi SA, successfully lobbied Ferrari to authorize Michelotto to produce a series of racing examples that adhered to IMSA rules.

This limited-production Ferrari F40 LM would be much more radical, exclusive, and exciting than the F40 in every way. Michelotto reinforced the chassis and fitted more aggressive bodywork, as well as uprated brakes and suspension, a competition-spec gearbox, wider wheels and tires, and stripped-out the interior, which featured a futuristic digital dashboard. In the end, the F40 LM weighed in at just 2,314 pounds.

The engine retained the same displacement as the road-going car, but the output of the turbos was upped to 2.6 bar and the compression ratio was increased to 8.0:1. Michelotto also fitted larger intercoolers, new camshafts, and a new Weber-Marelli electronic fuel-injection system.

Power was quoted as 720 HP at 7,500 rpm, but without competition air restrictors, the engine could produce upwards of 760 HP

– RMSothebys.com



Ferrari F40LM, Pocono Italian Challenge pits, July, 1996.

On the track in the fastest run group were the PONE and Burgundy Express plus Ferraris. The fastest Ferrari was an F40, but not a normal F40. It was one of nineteen special LeMans F40s with more power, more brakes and less weight. Despite that, both Panteras ran with the F40 LM easily.

Gary tells the two anecdotes about our Italian cousins. In the pits between sessions, a couple of actual Italians came over to inspect the PONE Express. With heavy Italian accents, they asked to see the engine to determine whether it had one or two turbos. The team pulled off the rear deck and explained simply,

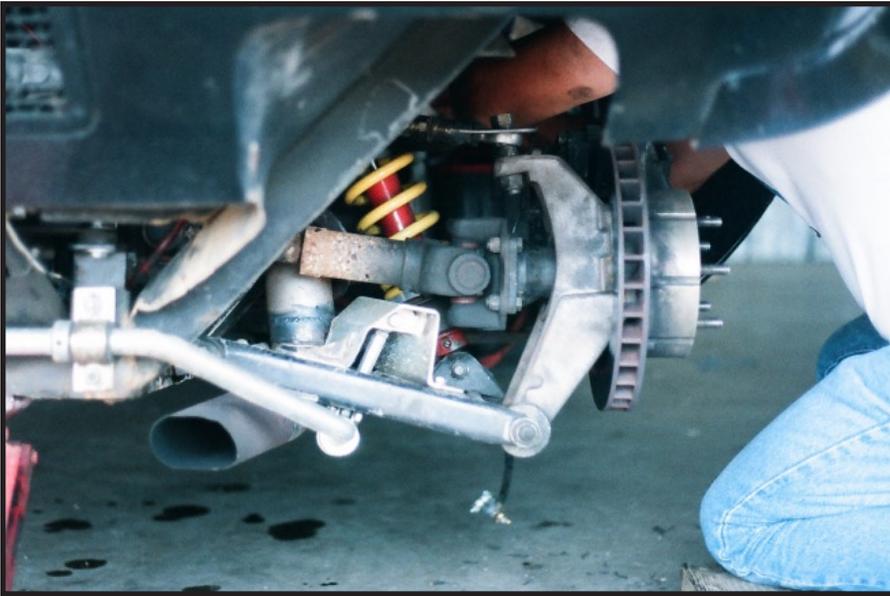
“No turbos. One carburetor”, to the great surprise of the Ferrari visitors.

After a couple of run sessions, a Lamborghini engineer wearing official Lambo logo coveralls approached Gary and told him that although the Lamborghini Challenge cars were at the track, the company directors had given orders prohibiting them from taking to the track with the Pantera. They did not want to permit any demonstration that the antiquated Pantera was faster than the Lamborghinis!

Meanwhile, I had my own moment. As I was talking with Wally next to the yellow Pantera in the pits, the F40 LM driver walked up and asked



Burgundy Express on the track.



Rear suspension modified by Pat Mical.



Wally Baldyga in the office at the Poconos.



PONE Express at speed in the infield twisties.

Wally, “What have you got in that thing?” Wally nonchalantly allowed that it was “only a Ford V8.” The F40 pilot was pleasant and said, “I tried to get by the Pantera the whole session and couldn’t manage a pass. I got so tired of looking at ‘Wally’s Auto’!”

Later, Joe Moore learned that the F40 owner, Bennie Panola, had to buy a \$10,000 Ferrari turbo to replace the one broken while trying to keep up with the yellow Pantera.

The PONE Express was faster than the purple Pantera. Apparently, power plus lightness is better than more power and less lightness.

During some lunchtime touring laps with Wally, he explained that there were no tricks with the yellow car. The car was entirely conventional, albeit with more than normal attention to detail. A homemade Pantera made with some salvage parts and some good engine parts and some special suspension parts could and did run with the best. Very impressive.

The Zenith

Perhaps the peak was reached in 1997 at Road America. As the small team began to unload, Wally recalls someone saying, “They’re here!”

On the first day, all was well. They easily ran with the vintage GT40s and turned the fastest lap. Later, the organizers set up a session between the PONE Express and the #10 GT40 with a Gurney-Weslake engine. Gary doesn’t recall the lap times, but the Pantera pulled the GT40 by two hundred yards each lap. The vintage racing impresario affiliated with the GT40s, Peter Sachs, was infuriated that they couldn’t catch the yellow Pantera.

On the second day, the stock cast Cleveland crankshaft broke and finished the Road America experience for the team.

The engine was rebuilt and then two or three SCCA vintage races at Lime Rock were entered. In these

The Ford GT40

Since 1960, Henry Ford II wanted to have a Ford race at Le Mans. After dealings with Ferrari fell through, Ford decided to produce his own car and began negotiations with Lola Cars manager Eric Broadley. The agreement between the two called for a yearlong collaboration that included the sale of two Lola MK 6 chassis to Ford. Soon after Ford hired ex-Aston Martin team manager John Wyer to work with Ford Motor Co. engineer Roy Lunn on what was to become the Ford GT.

The Ford GT40 was first raced in May 1964 at the Nürburgring 1000 km race where it retired with suspension failure after holding second place early in the event. Three weeks later at the 24 Hours of Le Mans, all three entries retired although the Ginther/Gregory car led the field from the second lap until its first pitstop. After a season-long series of dismal results under John Wyer in 1964, the program was handed over to Carroll Shelby after the 1964 Nassau race. The cars were sent directly to Shelby, still bearing the dirt and damage from the Nassau race.

Shelby's first victory came on their maiden race with the Ford program, with Ken Miles and Lloyd Ruby taking a Shelby American-entered Ford GT [9] to victory in the Daytona 2000 in February 1965. The rest of the season, however, was a disaster.

The experience gained in 1964 and 1965 allowed the 7-litre Mk II to dominate the following year. In February, the Mk II's finished 1st, 2nd, and 3rd at Daytona. In March, at the 1966 12 Hours of Sebring, GT40's again took all three top finishes with the X-1 Roadster first, a Mk. II taking second, and a Mk. I in third. Then in June at the 24 Hours of Le Mans the GT40 achieved yet another 1-2-3 result.

The GT 40 has won more prestigious race events than any other model road-racing car.



Ford GT40.

actual races, they did so well that they were invited to the Philadelphia Grand Prix as part of the first-time invitation of five-liter class cars. The race is set up on downtown streets. Gary says, "The organizers were unprepared for Group 5 (five liter) car speeds. We hit speeds on a radar gun on Delaware Street of 165 mph with spectators standing on the sidewalk behind bales of hay and jersey barriers as protection."

"I was driving the PONE Express and overtook a Porsche 935 RSR in a corner. The RSR driver lost control, hitting a jersey barrier and destroying the RSR. The race was red flagged; the driver was airlifted from

the scene due to a broken neck. Because of the incident, the Philadelphia Grand Prix was eliminated as a future event by city officials." It is ironic that the yellow Pantera did not finish the race due to a broken stock aluminum gas pedal. It should also be recalled that the burned shell foundation of the PONE Express came from north Philadelphia.

The Troubles

Later in 1998, the PONE Express went to the Shelby event in Charlotte. Although it was not a race, despite the well known competitiveness of the Shelby crowd, the yellow Pantera was



Bobby Byers working on the Burgundy Express' broken rocker arm in the Poconos pits.



PONE Express in the pits waiting for the next session.

not passed. Gary felt that driving the Express was becoming boring because they “were beating everybody”. The boredom was not to last very long.

After this event, the troubles began. There was a rupture between Wally and Pat. Pat left the PONE Express team. Sometime thereafter, while racing his Porsche, Gary suffered an extremely serious racing accident with multiple orthopedic injuries. He was warned not to return to racing due to high risk for further injury and debility. Wally was depressed. Gary was depressed.

Wally pressed on. The yellow car

returned to the 1999 Italian Challenge with Wally and P.J. Couillard driving it. The magic dominance they enjoyed with Gary’s skills in the cockpit was diminished. The archives of Joe Moore show the registration of the PONE Express at the first Pocono-CSD event in 2002 and that the car arrived with Wally and Pat. This may be the last track event for the PONE Express.

After the turn of the century, the engine was rebuilt with more power. It now sports Rousch-Yates heads and intake with a new exhaust system. The compression ratio is 14:1 and it re-

quires 116 octane race gas. The dyno sheet shows 606 horsepower trailing down to 589 hp at 7,500 rpm. Richard Pedemonte also built this engine.

The yellow Pantera has not been fully sorted out on the track with the new powerplant. The dissolution of the team reduced the magic and the car has not upshifted in anger or delight in years. Wally has sold off his entire Pantera inventory in its varied conditions to Steve Wilkinson. The PONE Express is for sale.

Epilogue

The PONE Express is a successful Pantera race car built in the style of a vintage Grp4 racer. It does not have certified racing provenance or credentials. It does not meet specs and rules for sanctioned vintage racing. It is close in execution to a Grp4, but it is not a bona fide Pantera Grp4 race car. It is a Pantera that was literally pulled from the ashes and taken to the track and run against the best of Panteras, Porsches, GT40s, Mustangs, and Ferraris. It matched them and easily ran with them and around them. Its success was the result of a special combination of people, parts, purpose and Panteras. It completed the dream.



From left to right: PJ Couillard, Wally Baldyga and Butch Engelbrecht.



PANTERA Palooza 2016

By Scott Couchman



The BIG deal about Pantera Palooza 2016 was... it was BIG! With over 50 DeTomasos and a few local celebrities and a hot Mexican Buffet and the POCA Store and jewelry shopping and a book signing, it was a BIG event! So big it took our eye-in-the-sky quadcopter to capture the entire event in one BIG aerial photo. A jamboree is a “boisterous and lavish party”, and with this year’s Palooza, it’s starting to live up to its name.

The morning started out with free coffee and donuts and ended with free BIG cookies for all. Between the sweets, there was hot food and free water and sodas to keep everyone fed, hydrated and happy. If



Marshall Smith, San Diego Panteras President, arrives in his spotless pushbutton.



Barry and Nancy Appelbaum original owners of their classic 1973 Pantera. It's unusual to find these L models in this original condition. We were happy to have them at the Jamboree.

anyone went home hungry or thirsty it was their own fault! Thanks to Gayle Huff for organizing the tasty Mexican buffet lunch and making all the fresh homemade salsa and guacamole. Did I hear you say ole?!

The stars of the jamboree were the cars. In addition to a lawn full of Panteras, we celebrated the 50 year anniversary of the Mangusta. While five Mangustas were pre-registered for the Palooza, only one of them made it to the show, so we plan to double down for next year.

Foothill Panteras walked away with the top honor Best of Show with David Shapero's spectacular GT5S.

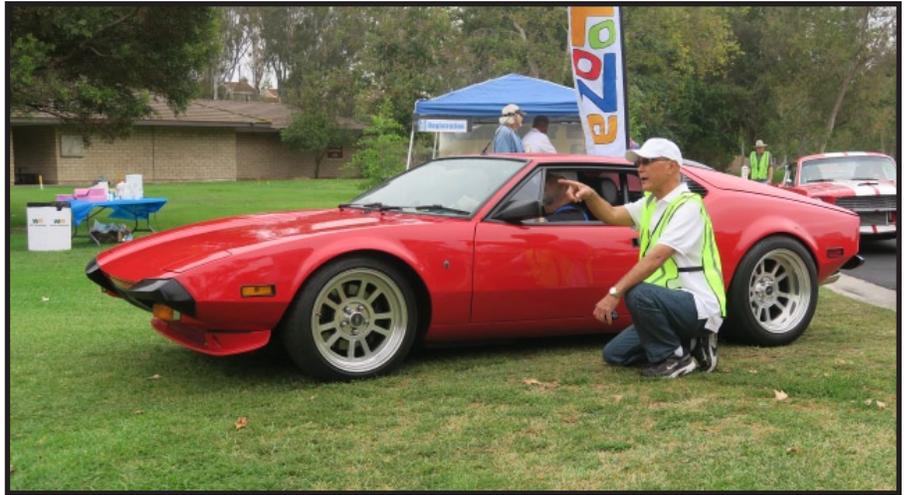


Klaus Schoenherr pulling up in his recently refreshed pre-L.



Phil Camp's Grabber Blue leads Kirk Redding's Dark Green into the Palooza.

This car was a winner at our PI MotorSports event earlier in the year and was also one of the featured cars at this year's Fabulous Fords Forever car show at Knott's Berry Farm. San Diego Panteras showed up in force and took home the Chapter Participation Award for the second year in a row. Great job done by Marshall Smith, President of San Diego Panteras for having the highest percentage of their chapter members in the Palooza. Isaac Burr from CHIPIE Inland Empire was so impressed by the event he said he would go back to their Chapter and make sure they had a good show-



Al Arakawa directs Ron Ketchem to his spot on the lawn.



Chuck Gayton's GT5S was one of three 5S cars on display.

ing next year. Richard Barkley, President of South Bay Panteras, was there to enjoy the Panteras and was particularly interested in our quadcopter. We may draft him to be our designated Palooza Pilot next year to capture more aerial footage and still images.

Chip Foose and his son stopped by with Chip's Overhauling 1953 Ford F1 pickup. He was happy to talk DeTomaso with the Pantera crowd. He now owns four DeTomasos including the Diakosia his dad built (a roadster version of the 1968 Bertone designed Alfa Romeo Carabo), plus two pushbutton Panteras and a Mangusta. He was originally plan-



Gayle Huff making final preparations to the Hot Mexican Buffet with fresh salsa and guacamole – crowd favorites!



The early morning crowd find their spots on the lawn and start to head over to the donut and coffee station.



Shad Bruce's monster twin turbo got lots of attention all day long!

ning to bring the Diakosia to share, but brought the pickup at the last minute. Hopefully he will join us again next year in DeTomaso style!

Peter Giacobbi, the former DeLorean Chief Engineer, was front and center with his Synthesis. This Tom Tjaarda designed/Peter Giacobbi built one-off GT was originally a BIG hit at the 1970 Turin Auto Show in Italy. As a precursor to the Pantera, you can definitely see design elements of the Synthesis in the Pantera. We were happy to feature this great, but rarely seen, GT car and it was certainly a crowd pleaser!

Dallas Reins, a local LA TV personality arrived as a guest of PIMotorSports. He didn't drive



Don Smith brought his twin turbo 1973 Pantera in from Bakersfield, CA.



Nice mix of Pre-L and L models on the Palooza lawn.

his Pantera this year, but he did join POCA, so he may be coming back to the Palooza next year too!

Wallace Wyss, the prolific DeTomaso and motorsports author, arrived with several of his books and set up shop along with his original automotive artwork. He sold signed copies of his books and autographed books brought to the show by other participants. Rumor has it he's working on another book in his Garage Find series.

Foothill Panteras President Rob d'Orazio and his wife Josette brought the POCA Store and spread their wares over two tables. The DeTomaso coffee mugs were hot sellers. Tunes



Matt Lipski unloaded his cooler and chairs from his spectacular early pushbutton and has already received his Palooza Goodie Bag.



Gathering crowd at the driver's meeting and opening ceremony.



David Shapero – Best of Show



Gerry Bornman – Best Classic Pantera



Dave and Noi Briggs – Best Mustang

played all-day from Brad McCartney's sound system, whenever we weren't making announcements to the crowd.

Goodie Bags for all entries included a variety of car care products from Meguiars, Mothers, Surf City Garage, and Bill's tire cleaner, plus lots of POCA stuff including neck coolers. Our goal is to have enough quality goodies in the bag so the value of the goodie bag matches the entry fee... kind of like getting to enter your Pantera into the show for free!

Pantera Palooza wall plaques were a new award item this year. They included the same colorful Palooza logo as last year! People's Choice awards for Best of Show, Best



Dan Sarnes – Best Mangusta



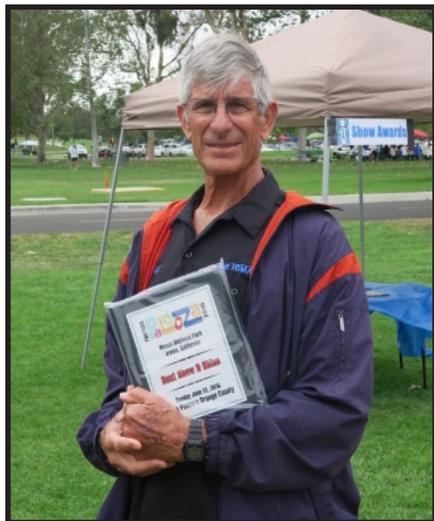
Klaus Schoenherr – Best Paint



Shad Bruce – Best Wild Panther



Tony Ortiz – Dare to be Different



Phil Camp – Best Show & Shine

Mangusta, Best Classic Pantera, and Best Ford topped the list of categories, along with Pantera awards for the Wild Panther, Show&Shine, Most Potential, and Dare to be Different. Thanks to Jerry Sackett and his PI Motorsports shop for sponsoring the Palooza Awards. Without our generous sponsors, the Palooza wouldn't be the success it has become.

As the Palooza grows, we will add more awards. With two GT5S Panteras in the show this year, a GT5 last year, and a couple more of these rare Panteras rumored to be considering joining us, we will be taking a hard look at a Widebody Pantera class

for next year. If we get anymore '53 Ford trucks... we may have to expand the awards even further! Just kidding!

Most of the California-based Pantera vendors were in attendance. Tara drove her grandfather Gary Hall's 'Big Blue', Don Byers from Full Throttle Panteras trailered-in his spectacular orange Pantera, and Jerry Sackett brought two Panteras built by his PI Motorsports shop. Tommy Hodges, Extreme Panteras, was on hand to talk about his new shop and enjoy catching up with all his Pantera friends.

Tony Ortiz drove in from Yuma, Arizona to be part of the show as one of the long-distance partici-



Doug Schirmer – Best Potential



Marshall Smith – Best Chapter Participation



Great examples of the Panteras we all love!

pants. For those considering driving in from 400+ miles away, we offered complimentary, secure overnight collector car storage on Saturday night. While we didn't have any takers this year, we're hoping to offer this again next year. Come on you road warriors... give us another look!

Congrats to Greg Ford for leading this year's core Pantera Palooza planning team. All of his hard work paid BIG dividends at this year's mega-gathering of DeTomasos. It was a really BIG deal this year.

We've already started planning for 2017. We hope to see you next year at the Palooza!



Chip Foose talks Overhauling and DeTomaso with Al & Nancy Arakawa.



Nothing beats row-after-row of Panteras on the Lawn!



ALEXANDRO
Through
the
Looking Glass
De Tomaso Takes on Ghia
by gianni rogliatti

Carrozzeria Ghia, one of the most creative and prolific Italian coachbuilders, has gone international. In recent months the news that the venerable firm had been bought by the Argentine Alejandro DeTomaso, who in turn resold it to his American brother-in-law, has created considerable interest within Italian motoring circles. Most of the interest is speculative: What happens now?

It would possibly be easiest to examine what has happened to date, as this may serve as a base for predicting what may transpire tomorrow. Regarding Ghia's future, it is most readily said that DeTomaso, who retains Ghia presidency, is putting all his energies into stabilizing Ghia as a commercial enterprise, which lately it has not been. As for the past, it is probably best to begin at the beginning.

Within the court of the Ghia works stands a coach—a reminder of the company's founder and heritage. It was 1915 when a Piedmontese craftsman named Giacinto Ghia decided to put his years of experience gained in horse-drawn carriage days

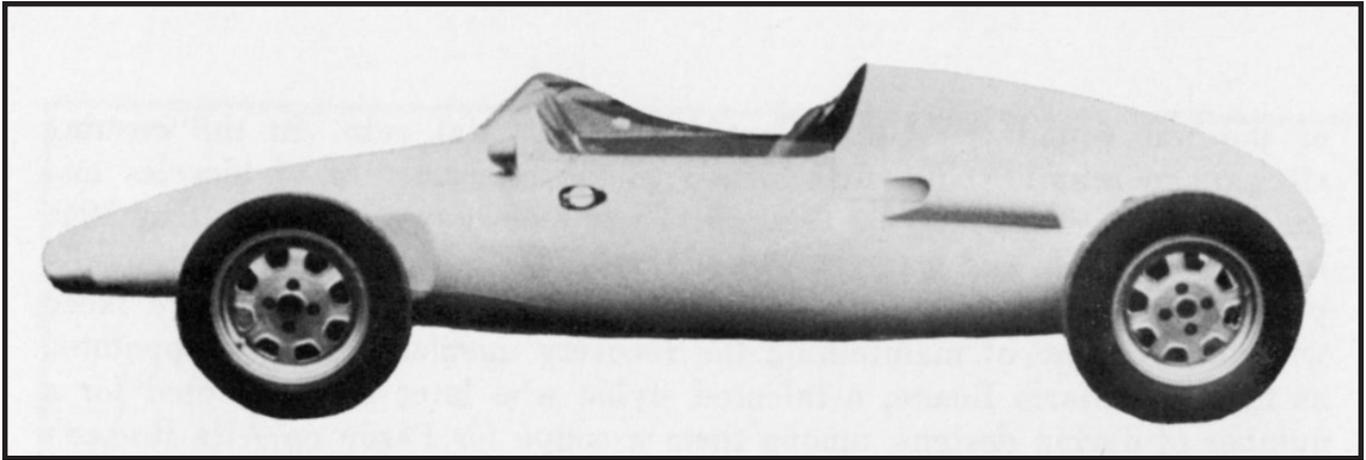
to use in the automotive trade. Mass production was virtually unknown in those days, and many continental manufacturers produced only chassis, leaving the choice of coachwork and coachbuilder to their clients. A number of carrozzeria produced selected bodies in small series; others preferred an ever-flourishing variety. Giacinto Ghia was among the latter; the coachbuilding concern he founded catered particularly to the well-heeled and blue-blooded. And it was a prosperous venture, particularly during the period between the two wars, the glorious Concours d'Elegance era, when the rich competed among themselves in commissioning cars of the utmost luxury in order to win prizes—and the coachbuilders went along with them, to win fame and fortune. World War II changed everything. Turin, being an industrial city, was the target of frequent air raids, and the end of the war found the Ghia plant in almost total ruin. In the ensuing struggle to rebuild, Ghia first turned to the manufacture of bicycles and small trailers—then in great demand. Their recovery was

slow, but by 1946 it seemed certain, and a return to coachbuilding eminence appeared equally promising. But in 1946, too, Giacinto Ghia died, and his heirs were faced with the problem of maintaining the recovery momentum. They appointed as manager Marion Boano, a talented stylist who later became noted for a number of daring designs, among them a coupé for Perón on Alfa Romeo's Disco Volante chassis. But Boano was an artist, and not a businessman, and he in turn secured the services of Luigi (Gigi) Segre, a man equally talented in the artifice of business and the science of engineering.

There arose between them, rather quickly, a fundamental difference regarding the coachbuilder's attitude. Boano envisioned the automobile as a work of art, Segre as an industrial product. Boano saw the automobile as an object principally to be admired, Segre as an object to be sold. Of course both, in a sense, were right. However, Segre gradually gained financial control of the company, and in 1950 Boano left. Segre, though not a stylist himself, knew what he



From the family archives, De Tomaso racing the two-liter Maserati in Argentina.



The first De Tomaso-assembled racer—Cooper frame, O.S.C.A. 1500cc engine, Colotti gearbox—built in 1959.

wanted and hired those designers who could provide it. Once again the Ghia concern came to enjoy considerable success, so much so that Segre launched an associate operation, that of OSI, intended as a manufacturing plant for those Ghia projects which reached the production stage.

Thus Ghia was retained as the styling center, with OSI as the prototype and production factory—certainly a proper way to organize things.

From 1950 until his unexpected death—at the age of forty-three—in 1963, Segre carried the Ghia concern to a renown it had never previously

enjoyed—and succeeded, too, in having produced some of the most interesting designs of the period. Ghia's cooperation with Chrysler is particularly remembered—the many prototypes starting with the K310, one of which, the Norseman, went down with the Andrea Doria. Ghia also built Chrysler's Crown Imperials and the bodies for its turbine-powered cars. Other prototypes were made for Ford (Turnpike Cruiser, Lincoln Futura), Rolls-Royce, Alfa Romeo, Packard, the Volkswagen Karmann coupé, a Porsche spider, a Simca, The Renault Floride and R-16 prototype, and many others. Also in this period were such experimental cars as the Gilda, the Nibbio, the Selene I and II, and a streamlined dragster study.

Following the death of Segre, the operation of OSI reverted solely to Fergat, the Turin accessory manufacturer who supplies wheels for most Italian cars and had joined with Segre in 1960 to found OSI. Ghia affairs were placed in the charge of Gino Rovere, an ex-Ford man who instituted production of a good-looking coupé based on a shortened Fiat 1500 chassis. Once again, the unexpected—Rovere dies in July, 1964. His place was taken by Giacomo Gaspardo Moro, formerly assistant to both Segre and Rovere. Ghia's Italian shareholders, meanwhile, had sold their interest



With Isabelle that year at Sebring.



The Vallelunga, 1965 Italian Speed Championship winner, 2000cc sport class.

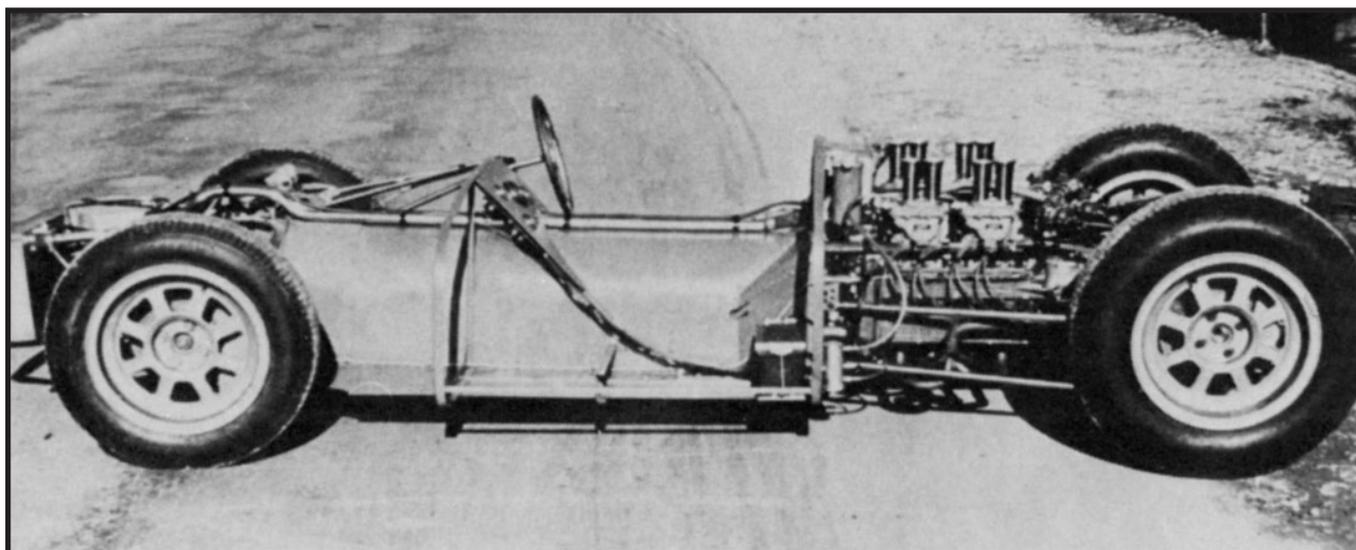
in the company to a foreign group, most of the money reportedly belonging to Rafael Trujillo, the Caribbean dictator's son, who cared little for the company—so Ghia survived more by virtue of skillful, fresh designs than by sound management during this period. Gaspardo had more than one moment of despair, but manfully managed to carry on.

DeTomaso entered the picture in 1963, when he asked the company to design and build the body for his Vallelunga coupé. It was the beginning of a long and fruit-

ful relationship, although not the beginning of DeTomaso's venture with cars. That started long before.

Alejandro DeTomaso was born in Buenos Aires on the tenth of July, 1928. There were no paper routes for him as a boy, nothing other than how to enjoy the easy life. His mother was from the Ceballos family, descendant of one of the Spanish viceroys who had governed Argentina way back in 1590; a street in Buenos Aires bears the family name. DeTomaso's father was of Italian descent—his grandfather having emigrated to Argentina

in 1870—and his foremost interest was politics. An able and gifted man, and a member of the Argentine socialist party, he was entrusted while young with such cabinet posts as secretary of Agriculture, industry and foreign commerce—often with more than one portfolio at the same time. When he died in 1933, only thirty-nine years old, he was the candidate for the presidency, and some say he surely would have won the election. One is tempted to muse about the different course Argentina might have taken, had the



Circa 1962 sports car, with Ford V-8 engine and single-tube chassis. (Actually, this chassis carried DeTomaso's own flat-8 engine. -ed.)



DeTomaso and Count Volpi in sports car prototype at Modena autodrome in 1964.

elder DeTomaso become president.

For Alejandro, his father's death was a deep personal loss, but it is doubtful that it changed the course of his life—which tended to follow spur-of-the-moment inclinations. His mother's family owned considerable rural property in Argentina, consisting mainly of a group of estancias, some near Buenos Aires, some farther to the north. Alejandro quit school at the age of fifteen and went to work on one of the estates. Not surprisingly, his progress was rapid; assistant superintendent at sixteen and head of the operation when not yet twenty.

But the country life was not for him, and he soon returned to Buenos Aires with an idea of doing

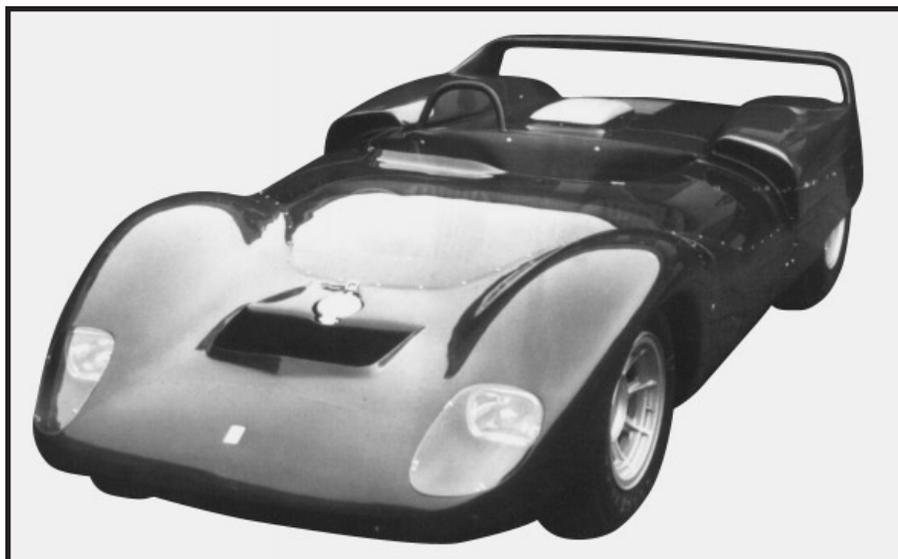
something—he wasn't sure what—in politics, as his father had done. With some friends, he founded Clarin, a newspaper that from the beginning opposed Perón and his government. He was arrested, beaten by police and finally left the paper in 1950 to return to the country. In 1955 he was back in the political swing, taking active part in still another movement to overthrow Perón. It was unsuccessful, and DeTomaso decided then and there that racing cars was safer, if not more exciting, than politics.

He had started racing in 1950 with an old Bugatti—probably a Type 35, he can't recall for sure—later graduating to a 2-liter Maserati. Curiously, had circumstances been

different, he might have remained in politics to this day, for the overthrow that was unsuccessful in 1955 was successful in 1956, but by that time Alejandro was in Europe and racing.

He drove mainly O.S.C.A.'s, both independently and for the Maserati brothers who had sold their interest in their company to Omer Orsi and had gone from Modena to Bologna to open the small O.S.C.A. factory. One of his best years was 1958, when he co-drove a 750cc O.S.C.A. to index wins and fine placing at Sebring and Le Mans. In 1960, starting with Cooper concepts and O.S.C.A. and Alfa engines, Alejandro built his first open-wheeled racing cars, for that year's Formula II and Formula I of 1961. For some of his first cars he used the name "Isis".

DeTomaso liked the Maserati brothers, but disagreed with them on how they should manage their business. O.S.C.A. had designed an engine for the Fiat 1500 spider; DeTomaso thought they should be designing engines for their own car. Consequently in mid-1959 he had started with O.S.C.A. engines, to build his own cars around them. He was still on friendly terms with the Maseratis, and in fact used their engines and their engine testing facilities for some time. In December of 1959 he took his first O.S.C.A.-Isis Formula II car to the United States



5-liter sports car introduced at the Turin auto show in 1965.

for the Grand Prix at Sebring, where it retired early. Beautifully made, it was so enthusiastically received that he garnered orders for fifteen copies of it. The orders, however, were never filled, though he did later deliver some Isis Formula junior cars to the U.S. In 1961 he built his first sports-racing car, with an 1100cc O.S.C.A. engine in the rear, which was the scourge of SCCA's Class G in the United States in 1962. He also built an Alfa-powered car which was intended for the abortive Formula Senior. It was raced extensively and successfully in the U.S. by Bob Schroeder.

During 1962 DeTomaso was building an all-new Formula I car with a flat-eight engine designed by Massimino. This costly and elaborate experiment never raced, appearing only once in practice for the Italian Grand Prix on 1962. A flat-four along similar lines was worked out in 1963 for the one-liter Formula II of 1964, together with Holbay of Britain, but it was never used in a car, some said because it was too wide.

During that first visit to Europe in 1955 Alejandro had chosen Modena as his adopted city, and there he established himself as a sports car builder with his second wife, Isabelle Haskell, a tall, blonde American whom he had met as a sports racing



The Rowan electric car, a study prototype introduced at the Turin show in 1967.

driver in 1955 and had married in 1956. Of her, DeTomaso says; "She is an exceptional woman, a great help in every way, and without her I would have given up the shop. Her enthusiasm for my work can be best judged from the fact that she must get up at seven in the morning when I am out of town—and that is very often—to attend the shop, and she puts in very long working days, in an environment which certainly is not the most appropriate for a girl brought up in a well-to-do family. But she does it all with great joy and has a

good understanding of my ideas."

That Alejandro has ideas is clear; that he has not been in the least interested in making his ideas work as practical propositions is also evident. He has fathered a good many advances in the automobile field, especially related to his racing car specialty, only to neglect them once sired, so that today they are generally recognized as other people's innovations.

Apart from making Formula Junior and subsequent F.III cars that were faster than anybody else's but sometimes lacked the necessary reli-



DeTomaso's Pampero, a 1498cc 105 hp spider introduced in 1966.



The powerful and impressive Mangusta, introduced at the Turin auto show in 1966.

ability, DeTomaso has made some very important contributions to the mechanics of the racing car. He was the first to develop a rear-mounted engine which was completely self-sustaining, acting as a structural part of the car chassis. This appeared on a single-seater racing car, equipped with a Ford V-8 engine and designed for Indianapolis, hopefully the first of a series of five cars. It was built in 1963 and shipped to the United States on the 27th of July, was reportedly tested, but was never raced at the Indianapolis oval. This was due probably in part to its fuel capacity being inadequate.

This particular car had another very important innovation: The front section of the car was made up of a single piece of cast light alloy, with double walls, the intervening space being filled with fuel. The Italian press dubbed it "the racing bathtub." All in all, it was a revolutionary car, but it needed to be vastly improved to become a winner. Nothing more was done with the cast chassis idea, following a last attempt with a 1965 Formula III car. The idea of using the engine block as part of the chassis, bolting it to the rear suspension members, has since become com-

mon practice in Grand Prix cars, but DeTomaso has employed the system also in sports and grand touring cars, as for example his Vallengunga of 1965. This car had an interesting chassis made of a steel channel in the middle which forms a backbone that holds all the other members together.

Along this line he also made a weird-looking 2-liter sports car with the central backbone made up of one enormous tube, 13.8 inches in diameter and of light alloy sheet, riveted to a few thin ribs. This tube served as chassis and also as fuel tank, much in the present-day fashion. For power DeTomaso used an 1831cc version of his flat-eight Grand Prix engine, but it was no more successful in this car, which was never actively raced. Much more successful were his very narrow and quick single-seaters for the end of Formula Junior and the follow-on Formula II.

The 1965 version of his five-liter rear-engined sports car, bodied for him by Grand Sport to the designs of American Pete Brock, featured a device that at first was thought useless—a movable wing placed high at the rear, the purpose of which was to increase wheel adhesion under

certain conditions. In De Tomaso's opinion, this spoiler should be linked to the gearbox so that it remains in an inclined position in all but the highest gear. The principle, of course has since been made famous by Chaparral. A 1966 model of the same car was bodied by Ghia.

With the Vallengunga—a good-looking Fissore-designed coupé equipped with the four-cylinder 1500 cc Ford Cortina engine—the Argentine went into serious, if somewhat limited production in 1965. That the bodies were made by Ghia was just a coincidence at the beginning, that company offering the best solution to production problems. The association developed, however, into a whole series of cars uniting the daring DeTomaso machinery with the bold Ghia style.

The Pampero was a proposed roadster version of the Vallengunga, and the powerful Mangusta is a thrilling Grand Turismo machine with racing car performance. All these cars are rear-engined and feature all-independent suspension, the Pampero (translate, the Pampas wind) being equipped with the four-cylinder Ford unit and the Mangusta with a big, 4.7-

liter Ford V-8 refined by DeTomaso.

DeTomaso meanwhile has moved from his first small shop in Modena to more comfortable and enlarged premises, complete with a dynamometer test stand. In the past he has secured technical assistance from Colotti and Massimino, two Italian Designers. Today he has his own team of designers, master mechanics and helpers, with Isabelle still supervising the small factory when he is away from Modena, which is often. DeTomaso spends at least three days a week in Turin managing Ghia's affairs.

DeTomaso acquired Ghia in early 1967, and the circumstances regarding his acquisition are of some interest. Trujillo was in jail at the time and in need of bail money, among other things. The price he set for the sale of Ghia was very low, considering the assets and renown of the company, but the \$650,000 had to be in cash. Somehow DeTomaso came up with the money and got the

company. Then in May, 1967, he turned around and sold controlling interest in Ghia to the Rowan Controller Company of Oceanport, New Jersey. Its chairman, John C. Ellis, is the husband of Isabelle's sister.

At the Turin show last November, two new cars were displayed at the Ghia stand. One was the striking "Thor," a version of Oldsmobile's Toronado; the other was an electric car. It was the latter that attracted the most attention. The Rowan organization, manufacturers of electrical control and power conversion equipment for over fifty years, commissioned DeTomaso/Ghia to design and build this car. It features an aluminum honeycomb platform chassis about one inch thick, on which are mounted all the electrical components. The overall effect is clean and beautiful, with independent suspension consisting of swinging arms with rubber springs. The body styling is advanced, but not outlandish.

Now the question arises—will DeTomaso succeed on making Ghia stronger and prosperous, a big concern capable of building bodies on an industrial basis of, say, fifteen thousand cars a day? DeTomaso certainly is anxious to do it. But so far automobiles are just one of his hobbies, together with sailing, architecture and history, dogs and horses. Automobile manufacturing is a serious business, one which must be understood and practiced on a sound commercial basis, if it is to be devoted to the production of salable, serviceable cars. From all he says nowadays, DeTomaso means business. Now, we shall see if he practices it.

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Many thanks to Scott Couchman for this vintage article.



BALLERINA

This tiny mid-engined coupé is de Tomaso's first road car.
Paul Hardiman drives the sensational Vallelunga prototype

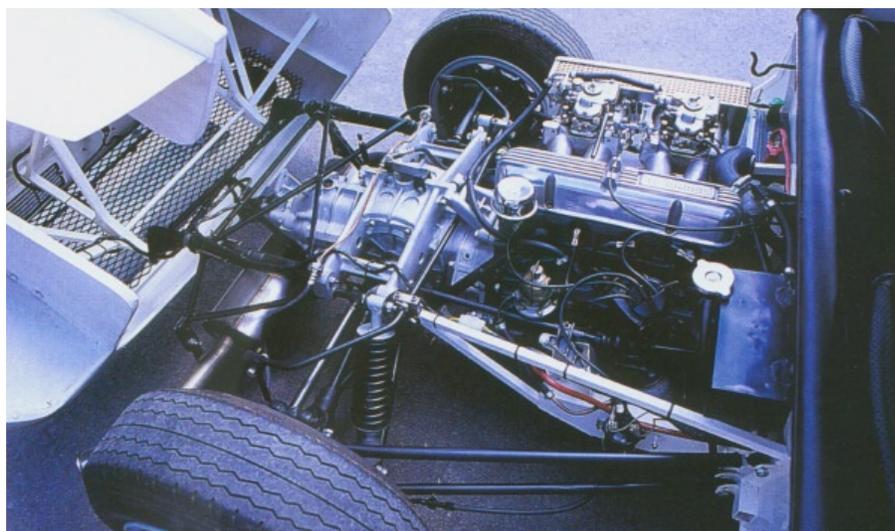
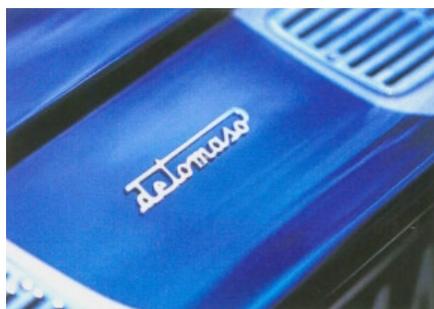
PHOTOGRAPHY TONY BAKER





Think-steer. Remember that heinously untrue, cynically misleading ad line that Saab used to walk believing punters down the garden path with a few years back? Just as well they were buying into one of the world's most crashworthy saloons. Perhaps the copywriter responsible had just driven a DeTomaso Vallelunga and hadn't yet gotten off of his cloud. You could see his point: if this could be that good, why couldn't all cars?

This is a car that you don't consciously change direction in. Just will it and it happens. The steering, sublimely light yet more communicative than a Europa's, less bullying than a 911's, guided by a shirt-button wheel that for once doesn't seem out of place, places you to the inch in any corner. It would be flattering were it not so obvious that it's all down to the car, not the driver. So sensitive it would notice if you suddenly started dressing to the other side, it looks after you in ways that Elise owners can only dream of, combining razor-sharp responses with a platform of stability never captured alive in Caterham. Elfin-light, it is utterly faithful and, for a prototype,



almost completely sorted. It initially understeers a little, but then you can plant the gas mid-corner and the whole car tightens up, the tail squats and, on grippy Avon ZZs, takes whatever you throw at it, refusing

to be budged off line. It could take more power but that would ruin it.

Think of Alejandro DeTomaso's first road car—and the first production road car to use a mid-mounted engine—as how a Lotus 23 coupe

might have been. Its nearest competitor, had it reached production before 1966, would have been another of Colin Chapman's designs, his first mid-engined road car, the Europa. But the glasshouse of the '63 DeTomaso is generous: a trick almost always missed by mid-engined sportsters. It's beautiful, too. The New York Museum of Modern Art exhibited it as 'an example of technological progress and outstanding design'.

It's an homage to the Ferrari 250LM at the front, Bizzarrini P538 at the back, yet the two halves blend together well in every view except profile. And it's tiny. At 90 in., its wheelbase is the same as a short Land-Rover's, but it's only 43 in. high—less than a current Ford GT.

The car was named after the Italian racing circuit near Rome where DeTomaso had had some success. He'd raced OSCAs and Maseratis, and won the Index of Performance at Le Mans in 1958, with Colin Davis.

DeTomaso's first foray into road car making—in 1963, with his wife Elizabeth Haskell, later Europeanized to Isabella (he was then Alessandro)—was intended to help fund the racing effort and followed the practice they adopted making race cars, mostly Formula 2s and juniors. So, under that requisite ally envelope, the Vallelunga uses essentially Formula Ford/F3 technology. Same spine chassis, all-wishbone adjustable suspension, VW-based Hewland gearbox, same Cortina engine. Cortina? Absolutely. And solidly mounted. It vibrates, but oddly you only notice it from the passenger seat. There are outriggers and a swiss-cheesed perimeter frame in steel, but even the floors are aluminium. The only glass is the windscreen and the side windows; the rest is Perspex. On this prototype, the whole rear section of the bodywork lifts, Muira-style, revealing, instead of an exotic multi-cammer, that little rear-facing pushrod four-banger

borne in the back of the cassis, the single-seater-type-transaxle bolted to the back and transferring the suspension loads. Bracing bars attaching to the thermostat housing studs mean you don't change the head gasket in a hurry: luckily the Kent is renowned as a sturdy old thing, even in pre-cross-flow 1500cc form as here.

With twin Weber 40DCOEs, it knocks out 105bhp, enough, said DeTomaso, to propel the 700kg lightweight to 130mph. Don't forget, this engine formed the basis of the Lotus Twin Cam, so at least its near relations had the right tint of blood. It is very tractable, pulling hard all the way to 6500rpm. The gearchange is as precise as a rear-mounted 'box with long remote shift is going to be, as good as a Europa gets at its best, but less rubbery. In quick down-changes you're helped by pedals well placed for heel and toeing, and perfectly judged ratios in the four-speeder. Later cars have five forward gears.

Fissore was contracted to design the body, and the first prototype was an ally-bodied roadster resembling a Porsche Spyder. Two or three ally-bodied coupés came afterwards, also styled and built by Fissore. One appeared at the Turin Salon in October 1964. The Savigliano coachbuilder might well have expected to get the contract to build the production cars, but the ex-pat Argentine gave the job to Ghia, a company that he would eventually acquire before selling it on to Ford. Ghia made the subsequent shells in glassfibre, with a solid rear. Only the rear glasshouse opens. You can spot one of these by the lozenge-shaped front indicators in the corners of the grille opening rather than the round ones under the headlights.

This is chassis VL1606. Only one Vallelunga was built with right-hand drive, confusingly numbered VL1601-D, for Col Ronnie Hoare of Maranello Concessionaires—the clue is that he also owned F English Ltd, a Ford dealer in Bournemouth. He



Removing rear section revealed tired frame

UNDER THE SKIN

Andrew Mitchell was entrusted with rebuilding the Vallelunga. His dad started Mitchells Motors, just off the A303 near Stonehenge, in the '60s and Andrew picked up his body and paint skills himself. Currently, a Ferrari Superfast shares the workshop with a Spitfire, and the Vallelunga owner's GT40 has just been painted.

The de Tomaso took a year to restore: "It had had a hard life, some of it on tracks. It was a horrible yellow." Mitchell started by stripping off the aluminium skins to reveal the swiss-cheesed main chassis rails – and found he could pick up the frame unaided: "We've left some of the swarf from the hole cut-outs as we found it. The nose is new, as is the rear valance and half the sills. I unfolded and slid back the door skins to repair the frames, and refitted them afterwards. There are 4000 pop-rivets in it, and the roof is held on by flush copper rivets."

The gearbox was rebuilt by PDS racing, costing £2500 – the most expensive single part of the rebuild. Wheels were refurbished by Dymag – shotblasted, crack tested and mag welded where necessary. Brake calipers are by Campagnolo, as are the wheels, and took 'ages' to be refurbished. It's been retrimmed as original in the correct vinyl, the only change being an extra gauge, a matching Jaeger voltmeter.

The car's first appearance was in the Cartier Style et Luxe concours at the Goodwood Festival of Speed in June, where it faced tough competition in the Practical Exotic class from a Toyota 2000GT and a baby Bizzarrini 1900 Europa using an Opel motor. But judges, including David Linley and Muriel Gray, went with the Toyota.



Frame light enough for Mitchell to carry



Nose, half of sills and rear valance refabricated



had a 150bhp Lotus twin-cam fitted, mated to a Colotti-five-speed, but it was not a success. *Autosport*, though it didn't drive the car, had grave reservations about its engineering in a November 1965 issue, and Hoare himself was quoted as saying that the car was 'hopelessly underdeveloped and could never have been considered a commercial proposition. We soon became disenchanted with the whole idea and eventually, miraculously [in 1970!], sold the car. Happily we have never heard of it since'. Mike McCarthy drove the car, then owned by Duncan Rabagliati, for *C&S* in 1983, but where is it now? As well as the three aluminium prototypes, and the 50 Ghia-built cars, there were five lightweight, ally-bodied Competiziones, built with 130bhp motors, so perhaps Hoare's was one of those.

Whatever the British reservations, elsewhere the Vallengunga comes up to expectations as an exotic junior supercar: drilled steering wheel and pedals, plus delicate gearshifter are straight from DT's formula car parts bin. There's an 8000rpm rev counter—no redline—and a 250kph speedo, recalibrated in this car to read in mph.



The rear uprights are magnesium and unique to the model, as is the yoke which mounts the rear suspension to the gearbox—both with the marque name proudly cast in. The suspension follows single-seater practice, with unequal-length wishbones up front and, at the rear, reversed lower wishbones, top links and upper and lower radius arms, all adjustable. For the sake of expediency, front uprights are the ubiquitous Triumph Herald/Spitfire type—but they were also good enough for Colin Chapman, who used them on both the Seven and the Elan.

For all the Vallengunga's brilliance, there remain some definity prototypish aspects about it. The top hose is routed through a chassis leg and changing the handbrake cable is an engine-out job. The vocal Kent motor is just a foot from your ear, so you can tell when the

tappets want adjusting. Getting the roof joint reliably watertight takes persistence, which is probably why Ghia changed to a one-piece shell. And the vinyl interior looks a bit cheap.

These are details though, and could have been developed out. They can't mask the rightness of the basic chassis. The real mystery is how DeTomaso failed to sell more than 58 of his delectable little masterpiece before production ended in 1965. Ghia built the cars in Turin, so space at DeTomaso's Albareto factory would not have been an issue. Did the racing cars ultimately take priority? Were there money issues? Or did its lack of FIA homologation queer its pitch?

The Mangusta was the next project, using larger Ford V8 power and a bigger chassis of the same spine type. It appeared in 1967, two years after the Vallengunga ended, yet DeTomaso wouldn't make another good car until the still flawed Pantera of 1970. It was so tantalizingly close the first time around.

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