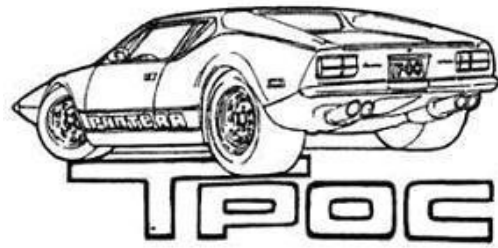




Shade Tree Mechanics



[www.ocpanteras.com](http://www.ocpanteras.com)

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**180 Degrees** The beauty of owning a Pantera is that you can modify it to meet your whim. Case in point is the latest effort of two TPOC members to eek out more high revving horsepower from their Cleavelands. A 180-degree exhaust system adds more than just that. It emits a low rumble at idle to 3,000 rpm that reminds me of those foreign 4 bangers with coffee can tips. Then, suddenly, it awakes to a scream to near 7,000 that belies the so unique sound from a Pantera. Lifting the rear deck you see a mix of pipes you can be certain that was designed by an escapee from one of the State's mental institutions. Instead of running straight out of each bank of cylinders, pipes interlace into each other to balance the exhaust pulses, I'm told, into a smooth stream. Such balancing is to more efficiently let our engine breathe. Only a super tech can explain the benefits of this apparent mess. The bright shine is one other point I'm sure did not deter the two purchasers. It is so bright that one may wonder if there truly is a functional engine contained within the bay.

Two of the State's former institutional residents joined TPOC ages ago. Dave Rudderow and his long time friend, Gary Mitchem, embarked on this journey to Wonderland the week prior to our Swap meet. Dave called an impromptu tech session to remove his old big bore exhaust in preparation for the new one. Another impromptu tech session followed once the headers were returned from the coating vendor. Here we discovered that these works of art required gentle modifications using the most famous Ford tool, the ball peen hammer --- according to POCA super tech Jack DeRyke. Our shade tree mechanics selected the best hammer and swung into action. Fear of damaging the coating did temper our efforts at first. But the need to be able to insert the middle bolts of the left bank trumped those fears. Instead, the goal meant that stronger blows with heavier Ford tools were used against the pipes to yield the space needed for bolt fitment. Moral: Chevy guys don't need hammers; Ford guys do.

While the mods to Dave's headers were being made, Bill Harris swapped his system. He purchased Dave's old Big Bore system for his 72L. Out came the stock header with a huge crack on the left bank. I was very surprised at how small the tubes were---very similar to the old 289 HiPo ones. They reminded me of an oversized big slurpy straw. It explains why Bill's car seemed so much quieter than other Panteras. Help came from many members there including the world famous Art Stephens. Dave's repainted exhaust looked fantastic with a silver high temp color leading to the highly polished stainless steel tips. Some added low end power is expected from the free flowing units along with that special sound that sends us all into bliss.

Gary opted to return the headers to the vendor for modification. It seems that they are better suited to make these mods and that such remedies unbeknownst to us are considered normal. They probably have hammers marked w/Ford logo. Another attempt was scheduled for the afternoon of our run to the Driving Automobile Museum at El Segundo. The pipes were absolutely beautiful and the dimple looked just about right. The left bank went in after an effort of about 6 hours once we decided to make a final adjustment with the Ford tool. Gas tank location invariably caused the need to make tight turns for the center pipes. The right bank slipped into position with the ease unknown to even Chevy guys. Gary reports success and is so pleased.

There is something menacing about those big chrome tips poking out of the old A/C opening. These are seemingly reserved for either the GT40 or the Ford GT --- not the sleek style of an Italian classic. But somehow it works well with the raised rear hunches that suggest a cat in a mode about to launch. They are fast reminders of the Le Mans races of the mid-60s. A memory well worth the effort and dollars it seems to me.



**El Segundo Auto Driving Museum** run began with the gang meeting at Donut Derelicts. Bill Wright passed out directions but the caravan of cars made the trip *en masse*. The unusual feature of this museum stems from the fact that each car within is driven. Docents select the car they wish to use each weekend to motor visitors. Two were selected for this purpose but we opted to lunch immediately after the guided tour instead. Shown here is my favorite picture with Phyllis in the MGTD example. Yes the docents really do allow you to step in and even will open the door in your behalf. Phyllis declared the MG a perfect fit but I found it to be much too cumbersome and tight for my taste. My disappointment only served to prompt her to ask when her MGTD project will be completed. Talk about pressure!

The two groups of TPOC members explored the show inventory of both antiques and more modern examples. Duessies, Packards, Cads, Model T, MB, including the personal Buick of Eleanor Roosevelt were early pieces. A 65 Mustang Fastback caught my eye while others like the Corvaire, Austin-Healey, even a VW station wagon held my attention too. The Metro there reminded the Harris' of their almost free car---ask them about it. We, today, demand our convertibles to be folding hardtops, not soft tops, but here a 1957 Ford predicted the future with its folding metal convertible. Sadly, Ford found it too complicated and expensive to manufacture. Decades later, Mercedes resurrected the idea for its roadsters. The hit of the 1973 Geneva Auto show was the AMC Pace shown. Yes, those Europeans loved the full glass surround and compact size and really expected it to be a good seller there. But alas, it failed there as here.

Aviation was the theme for lunch. The restaurant offered a shaded entrance using a Flying Tiger of China fame overhead. Our table overlooked a display of Spad biplane to the X1 rocket plane that broke the sound barrier. A P38 night fighter that downed Admiral Yamamoto presented its nose while a DC3 workhorse sat in back. These are still used today...not bad for a thirties design. Perhaps our Panteras will continue to track them into the next century. The ME109 to the left upstaged the MIG 17 rounding a truly wonderful mix. Finally, the food too was Heaven sent.

**Reminders:** from [rkunishige@hotmail.com](mailto:rkunishige@hotmail.com). Everyone with an interest in DeTomaso cars is always welcome.

Aug 15-17 **Monterey Concorso Italiano** ...check the PCNC site. Sign up now. Rooms are limited.

Sep 7 **Belmont Shore** is an ample opportunity to show our cars to a wider audience and do some of that shopping vital to our wellbeing per my roommate. Let's get a dozen cars to the show. Get your form at [www.baycityrodders.com](http://www.baycityrodders.com). I've already sent my check and hope that ALL of you will join me. Show your car and meet a huge number of people or just walk the street (free admission) and see hundreds of cars. Just don't call me a streetwalker. We'll leave the Albertson back parking lot at 6 AM 2<sup>nd</sup> & PCH so that all our cars will be staged together.

Sep 10 **TPOC Mtg** 7pm Mel's Drive-in 12241 Seal Bch Blvd, Seal Beach 563 431-7951.

Sep 14 **LB Swap Meet** at Long Beach Veterans' Stadium 6am-1pm.

Sep 27 **Cruisin for a Cure** at OC Fairgrounds call Dave Rudderow 714 969-1301 for info. Fund this worthy cause <http://www.cruisinforacure.com/>; sign up b4 Aug 31. Our Rick Kincaid was a big supporter of this prostate cancer research fundraiser so let's celebrate his memory, attend (\$12) or show (\$40) your car.

Oct 08 **TPOC Mtg** 7pm Mel's Drive-in 12241 Seal Bch Blvd, Seal Beach 563 431-7951.

Oct 12 **LB Swap Meet** at Long Beach Veterans' Stadium 6am-1pm.

Nov 1-2 **Willow Springs Open Track** hosted by Jim & Cherie Saxton's West Coast Racing 626 285-2024 in conjunction with both Pantera and Ferrari clubs give you the chance to take your car on the world famous high speed track. Street cars abound as the Novice group makes full use of the free instructors to show the best line to take on each corner. They also advise you on the techniques to gain full control of your car while extracting the most from its features. Remember that there are four run groups based on your experience and two days packed with free lessons to help understand your car's limits and at the same time improve your driving skills. Come out to participate or watch the excitement. (Cherie prepares a free lunch for TPOC members.) Be sure to offer a ride to anyone carrying a helmet printed with "Rod".

Nov 12 **TPOC Mtg** 7pm Mel's Drive-in 12241 Seal Bch Blvd, Seal Beach 563 431-7951.

Dec 7 **Christmas Party** call Bob Singer 714 960-2323 if you'd like to help. Finbars Italian at 620 PCH, Seal Bch 562-430-4303 has been selected for the site of good cheer. It's never too early to sign up for this annual fete, so dust off your tux, mark you calendar and tell Bob that you'll be there. Be sure to invite the other Chapter and family members to join us especially for the gift raffle. They always add a very festive tone to the gathering for all to enjoy.

Dec 27 **Gondola Ride** another Bob Singer special so practice your favorite Opera aria and join the singing. My favorite is Carmen's "Habanera" (*L'amour est enfant de boheme*). But then again, shouldn't we be singing Verdi not Bizet, perhaps *La Traviata* or even some Puccini? Boat leaves at 5:30 so be sure to wear very warm clothing (or not). Wine, cheese and bread is traditionally provided for all. If requested by a sufficient number of you, I'll bring my ukulele for some Hawaiian solos. Phyllis has offered \$5 for me not to sing. Any other offers?