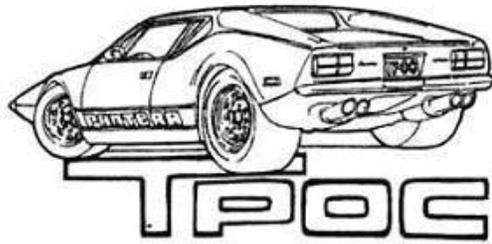




Phil Hill lost to us all



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

September 2008

**GT40** Phil Hill 81 passed away last month in Salinas Calif. of complications from Parkinson's after participating in the Monterey Historic Races. He was America's first World Champion and is the only USA born champion. He began with an MGTC in 1949, Maserati in 1958 French GP, won 1961 Le Mans, earned Formula One Championship for Ferrari, drove that famous Ford GT40 (that took Le Mans in 1966 through 1969) and ended his career with wins for Chaparral in 1967. He and Bruce McLaren teamed for the 64 Le Mans and were troubled with 5 early pit stops until they found a cherry pit in one of the carburetors dropped from the pit balcony above. Their non-ZF gearbox failed after 13.5 hours.

We have our own famous GT40 driver - **Bill Wright**. His silver replica is as close as anyone can get to a real MK II. Ninety percent of its parts are interchangeable and are manufactured to the original specs. It is considered a continuation series and can be in the registry. Ford sold the name and is now owned by a trio (Safir GT40 Spares Ltd. based in Cincinnati Ohio) who each own real GT40s. The ZF (RBT) is used as the original 1965 289 MK II cars but they were considered too weak for the 1966 427 499hp FE engines of the MKII so Ford developed the T44 transaxle from their venerable 4 speed toploader sacrificing the 5<sup>th</sup> gear. Ford had developed special computers to run engine and transaxle combos through a simulated Le Mans race. But, Bill selected an aluminum Dart block based on the 351 Windsor with a 4.125 bore on a 4" stroke built by Roush. It yields a heart thumping 578hp to propel the 2310 pound silver bullet to 194mph at 6,500rpm. I don't think that he will limit the revs to that ultra safe number.



**Bill Wright asks, "Where is the cup holder?"**

Superformance license produces the steel monocoque chassis and roof for strength. The full racecar suspension is used since no improvement was deemed as warranted for the MKII. Its performance kept a level that went well beyond the norm - for even today's streetcars. Remember that Phil Hill's 427 went 213mph down the Mulsanne Straight at the 65 Le Mans. Changes to the car bring a thoughtful weight loss of 150 pounds. So each horse need only pull less than 4 pounds. This, of course, helps its launch times so benefits occur at both the top and bottom ends of the speedo. Note

too that the 0-60 times are hindered by the same 1<sup>st</sup> to 2<sup>nd</sup> shift as in our Panteras. It still goes 0-60 in 3.7 seconds, better than a new Ford GT, (11.2 in ¼ mi.) but look out as you top 2<sup>nd</sup> gear at over 80mph as in the de Tomaso (5.7 sec.). Nevertheless it screams like our cars especially like those cats with 180 degree exhaust piping (see Dave & Gary).

Few concessions are made to modern standards. The most important being the A/C unit that looks like the original oil dry sump tank (no roll down windows) and a speedometer. The dash is largely original and I love the HVAC control panel. Removable steering wheel is a must. Even the Gurney bubble is optional for those of you with a higher stature 6ft 4in and up. My preference would be to redesign the outrigger gas tanks to a single central location like the Ford GT or that of my own Fiberfab Avenger. Climbing over the tanks was a pain for the Le Mans drivers – remember they used a standing start then. And, I mean standing outside the car, across the track. Just ask Cherie Saxton if you don't believe me. Bill recounted that there is a small gas transfer tube similar to the old Jaguar sedans giving it the same filling station problem.

My recollection is that a real GT40P car number 1139 sold for \$950,000 some years back. I'd rather have Bill's. The question for you is what other car is beside your Pantera? Don't be shy, tell us about it.

<b>Comparison</b>	<b>GT40</b>	<b>Pantera</b>
Chassis	Monocoque	Monocoque
Weight	2310	2860 '71, 3123
Length	163	167
Width	70	67 '71, 72in
Height	40.5	43.5
Track f/r	57/57	57/58
Wheelbase	95	98.4

**Art Stephens** is looking for a very good pre-L to replace his injured one.

**Survey** in your September POCA newsletter needs your attention. Fill out the form and send it to Judy.

**Bud Williams & Jim Saxton** warrant our best wishes for a speedy recovery. Both have contributed so much to this chapter and the de Tomaso community for many decades. We are ever so grateful.

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

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 gives 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 offers 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 Chapters 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. As usual, Gary H already bought his ticket.

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). We must send money early so write your check to Bob now. Wine, cheese and bread are 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?

**73L For Sale** by non-member Russ Sena 213 309-6098. He has a much improved yellow L #5606 with rebuilt 351C 4V. 76,500 miles with upgrades including new everything, rare 10" Campys, Precision Pro-Performance suspension kit, painted in '95 --- \$45,000.