



Dave's Option 3- Bill Harris Photos



www.ocpanteras.com

June 2009

Modern Headlight May 16, 2009 began the installation of the small rectangular kits for TPOC Panteras. The design idea stems from the kit built by Bud Williams. He shared his rendition to mount the larger rectangular 4" high bulb with me. It truly is a professional job. My offerings for the 2" high one (Sylvania H4351 50x135mm) are overly simplified. Here, adjustments are made by brute force to bend the frame/bracket to point the light in the right direction. Gone are the factory housings to perform these functions incorporated by Bud.

This TPOC tech session began at 8:30 with coffee and that special treat called "Dennis Antenucci" apple squares. Dave Rudderow was the first to arrive and went to work removing his headlights. Among those on hand were special guests from Northern California chapter, PCNC, Chuck Melton and Michael Stewart. Soon the number included, Tom Gorny, Sean Gorny, Bill Harris, Cindy Harris, Kim Roberts, Don Roberts, Bill Wright, Art Stephens, Gary Mitchem, Roger Banowetz, Sam Roseman, Scott Couchman, Jim Kucera and Bob Singer. Most had a hand in fabricating the kits for the headlight sets. The welcomed break for lunch included sandwiches of tuna, turkey and beef accompanied with salads of potato and beans. A side dish of vegetarian bean chili and rice rounded the faire. After lunch, Jim concluded that the formed units for Dave's option three set were too thin and began the fabrication of a thicker set. His effort now points the way for Rudderow's wheels. The Gornys took home kits for their two Panteras. I chose option two that now lights my evening ventures.

The first two options in the proposal present the bulb as one that appears to be floating ahead of a black backdrop. A flat black piece of plastic hides the round headlight opening once all the original hardware is removed leaving only the empty bucket. Option one is an aluminum bracket bent at a 36 degree angle to yield a 3 inch opening housing the 2 inch high bulb. It appears to project into space when the aluminum is painted black. The mount is attached to the bulb via a tab inserted into the brace at both sides of the bulb and screwed into two of the three original hold downs on the bucket. No modification of the bucket is needed. This means no cutting! You can visualize the top of the bucket as level to the ground. Option two bends the aluminum bracket to a 40 degree mounting leaving a 2.5 to 2.75 inch opening. The top of the round hole in the bucket must be cut by .5 inch to accommodate the rectangular bulb. Fortunately, the cut lines are inside the round headlight ring so the car may be returned to stock appearance without the need to weld holes or restore metal. Just remount the original headlight housing. Now the top points downward at a slight angle of about 4 degrees. This compliments very nicely Tom Tjaarda's lines and the turn signals.

Option three uses the same 40 degree angle and opening as option two but is housed in a single multiple bend piece of sheet metal. The faceplate for the bulb is bent on both sides to run along the side and a .75 inch tab is bent to the inside to form a mounting surface that is set at the aforementioned 40 degree angle peaking at the top. The bulb is attached to the face via a straight bar of aluminum slipped into the bulb brace and held to the back of the face using a metal screw. This then presents the bulb face perpendicular to the road surface. Holes are drilled through the face, mounting tab and bucket to accept sheet metal screws. The face place hole in front is enlarged to allow a Phillips screw driver to drive those screws. The last bend is for the forward facing flap of about 2 inches to cover the gapping cavern just below the light. Note that all bends using the bench vise or pliers are made prior to attachment and the housing is painted black or body color.

Common to all three are the wiring change and the stop adjustment. Wire pigtailed are used to adapt the stock plug to the new Sylvania H4351 halogen bulb (about \$25 each). The low beam bulb is used because it is required by California code. There is no requirement for high beam here. Two wires are needed for each side. I used one black and one brown. All four are about 4.5 inches long with one end having a normal male blade connector and a small .187 inch female that is plugged into the bulb---black to G and brown to L labeled posts. The male blades fit nicely into the stock socket...black to black and brown to green. The micro switch for the stop is not positioned correctly and so we create an offset from the block on the gear set. It is a metal bar drilled to accept a M6 bolt for the gear drive that formally held the adjustment bolt. The bar has another hole 3/8 inches away that you tread for the old M6 x 100 adjustment rod. It is easier to cut a 1.5 inch x 3/8 inch corner brace diagonally at the 90 to form the bar with the holes already in place. A small M6 x 100 bolt is threaded from the backside to attach a treaded attachment nut to which the stock adjustment bolt is added. Alternatively, a properly sized M6 bolt with jam nut can be used through the threaded bar. Now adjust the opening to just clear the bottom edge and give the light the proper distance down the road. Make side to side corrections by bending the housing appropriately.

Some may find it useful to add powerful driving lights within the radiator grill or in the front air dam/chin spoiler to augment night runs.

The project is intended to be a very low cost alternative to the vendor offerings using the stock wiring and minimal mods. It does not offer an OEM style adjustment. Most of the supplies were from my scrap pile and the kit was hobbled together with the most expensive part being \$50 for the two new halogen bulbs. Templates for all three options are available on demand but I urge you to seriously consider the vendor units because fitment does involve hours of work since not all headlight buckets share the same dimensions.



Stock



Level



Limit Switch Mod



Option 2



Option 2 Floating Bulb



Option 3 template

TPOC web site will be dropped during this coming year as a cost cutting effort. POCA site will assume our duty.

Email Newsletter continues but the postal version will be dropped so please make sure Judy has your email address.

Reminders: from rkunishige@hotmail.com. Everyone with an interest in DeTomaso cars is always welcome.

- Jul 8 **TPOC Mtg** 7pm Mel's Drive-in 12241 Seal Bch Blvd, Seal Beach 563 431-7951.
- Jul 11 **Justice Brothers Racing Museum.** 10am. Bill Harris 714 369-2559. Plan on joining us for breakfast at Li's across from Donut Derelicts. We'll depart for the museum at 9AM.
- Jul 18 **TPOC Swap Meet** is scheduled at Bob & Don Byars, Precision Pro-formance 320 N Palm unit B, Brea. Bring out your....stuff. A light lunch will be served.
- Aug 12 **TPOC Mtg** 7pm Mel's Drive-in 12241 Seal Bch Blvd, Seal Beach 563 431-7951.
- Aug 14 **Concorso Italiano** at Monterey bay \$125 before May 31 email ci@concorso.com.
- Aug 14-16 **Monterey Historics** Laguna Seca.
- Aug 23 **Surf City Garage** hosts a show for pre-'74 cars at 5872 Engineer Dr, HB 10-3pm (near Springdale & Bolsa). \$35 cost for pre-reg else \$40 at door. See www.CorvetteSuperSports.com.
- Aug 29 **Big Bear Air Fair** is August 29, 2009, 8a to 4p <http://www.bigbearcityairport.com/airfair.html>. Possible optional overnighter. Call Bill Harris 714-369-2559. Ladies may plan a day at the SPA or shops.
- Sep 9 **TPOC Mtg** 7pm Mel's Drive-in 12241 Seal Bch Blvd, Seal Beach 563 431-7951.
- Sep 13 **Belmont Shore Show** see <http://www.baycityrodders.com/belmontshorecarshow.htm>.
- Sep 26 **Coronado Speed Fest.** is promised as a fun day to enjoy the historic races in sunny San Diego for \$20.
- Oct 14 **TPOC Mtg** 7pm Mel's Drive-in 12241 Seal Bch Blvd, Seal Beach 563 431-7951.
- Oct 18 **Laguna Beach Classic Car Show** for pre-'74 cars at Festival of Arts site. The \$35 fee includes 2 passes & gift. This is a great site to display our cars. Let's really put on a large display. See www.lagunabeachcarshow.com.
- Oct 25 **Wings, Rotors and Wheels** on Sunday Oct. 25th is a \$30 planned event. Check out <http://www.wrexpo.net/>.
- Oct 31 & Nov 1 **Willow Springs Open Track** by Jim & Cherie Saxton's West Coast Racing 626 285-2024 jim@westcoastracinginc.com. It is always a pleasure to hear the roar of our cats running at speed down the front straight. The average "Joe" in his street car can skip the race class and choose from the other three classes as well as take advantage of the many instructors who freely donate their time to ride with you or even drive your car to show how they'd approach the racing line. Car control is what you gain. You can even experiment with spring rates or tire pressures to balance the handling characteristics.
- Nov 11 **TPOC Mtg** 7pm Mel's Drive-in 12241 Seal Bch Blvd, Seal Beach 563 431-7951.
- Dec 6 **ChristmasParty**
- Dec 26 **Gondola Ride**

For this month:

- Jun 6-7 **HB Concours** is for two days, Saturday for Hot rods & Sunday for us. See <http://www.hbconcours.org/>. See a variety of cars and motorcycles in a beautiful setting at the HB Central Library 10am to 4pm 714 375-8414. It's a great way to show your car prior to the run to Reno. You can register at the door for just \$35 that include two \$10 passes but come early (before 8am) so that we can all park in the same area. Children under 12 are free.
- Jun 10 **TPOC Mtg NO MEETING because of Fun Rally. Repeat, NO MEETING. (No Board mtg either.)**
- Jun 10-14 **POCA Fun Rally** held in Reno, NV for the first time. Plan to join fellow members on our ride to the rally. Experience the Reno-Fernley Raceway 4.3 mile track and test your skills safely on the longest USA road course. Thursday and Friday are scheduled but be sure to attend the Friday exhibition race. Once again, PCNC will allow \$20 noontime tours as in LV.

Templates and supplies.



Note the single skinny blade type bracket is an alternative to the wider one. I felt better using the latter for improved strength. Cardboard template lacks the 2 inch chin and the side tabs shown clearly in the 40 degree bracket. The long bolt replaces the stock bolt when not using the attachment nuts pictured. The short bolt holds the attachment nut through the cut L bracket on the left (see line at the corner).