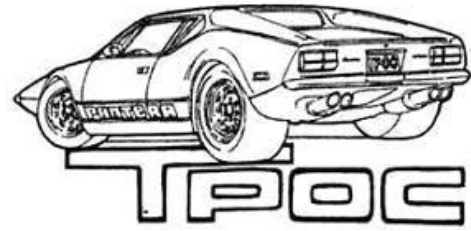




Where is the engine?



More at www.ocPanteras.com

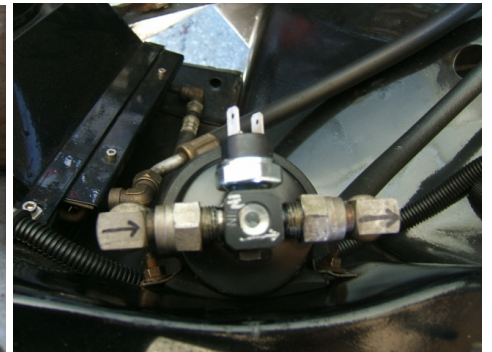
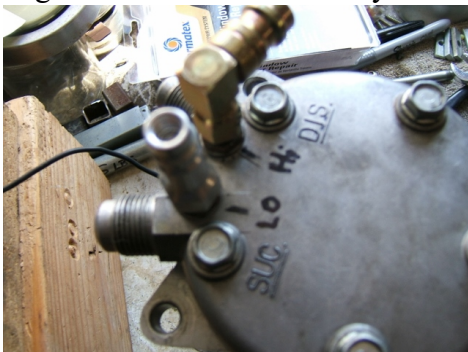
June 2017

Tech Session was, once again, a good way to spend a morning wrenching in preparation for lunch. I was somewhat dismayed by the overcast clouds bringing a bit of mist to the roadways. My fear was that we would have a very light showing if any at all. It is well known that our cats hate getting wet but slowly a cadre, the dedicated, arrived to quell my fears entirely. Only two cars were in for service – Judy's Pantera got the change in fluids in preparation for the Fun Rally while Gary's 1963 Corvette got an oil change. The morning began with the tray of various donuts as a welcomed gift from Bill Wright. Coffee flowed like the starter fluid it truly is. Conversations covered a score of topics and filled the void created by the lack of cars until we launched into lunch. It was a mixture of both the new and old items on the menu. The cold wind blew us all indoors for lunch. It was so comfy there, that we spent the early afternoon talking and joking. We simply ran out of time so I did not get to have the crew work on my car.

A/C r12 to 134a Conversion There are basically two ways of doing this. First, is to do it right. Second, is to do it cheaply.

Right way is to drive your car to our local Pantera vendor or alternatively a shop that knows what he or she is doing. There, they'll vacate the old r12 and dispose of it or sell it for big bucks. Drain the oil from your compressor. Flush your system with iso or replace your hoses with new ones specified to meet 134a specs. Swap the valve assembly to a smaller orifice one. Replace the dryer adding a high/low pressure switch. Change the fittings to W134. Install the retrofit kit and label. Add the proper oil - usually PAG for an entirely new system. Then they'll begin the test and filling process discussed below.

For the second method, I removed the Sanden (a rotary replacement for the stock York) compressor to ease the process. Sanden is manufactured to run either fluid. Drained the oil over several days and measured the amount taken. I bought the retrofit kit as required by law and promptly threw away the high pressure fitting. In its stead, I bought a 90 degree angle one for the high side. Both were attached to the Sanden ports – be sure to apply the low side (blue) one to the SUC port and the high side (red) to the DIS port. The 90 degree angle is needed on installation to point downward so as to avoid the obstacles when in the car. Refilled the compressor with the amount of ounces drained using ESTER oil. Do not use PAG because only ESTER oil is compatible with both r12 and r134a. PAG oil will gum up the works when mixed with the old oil. Returned the compressor to the car then attached the a/c lines. The new dryer (33321) along with its hi/lo switch replaced the old dryer. The switch is optional but is a very good safety device. The location I selected called for a modification of my spare tub to include a slight dump. A new dryer is always a good idea since it is a likely place to accumulate old oil. Be sure to wire the pressure switch into the compressor circuit. I didn't replace the old valve assembly since I was willing to accept a reduction in cooling efficiency. Some believe that this is a huge mistake while others say it is acceptable. We'll see over time.



Refill process was straightforward thanks to a borrowed vacuum pump and my manifold. Drew a vacuum for 15 minutes then closed the valves on the manifold. Noted the psi of vacuum. This test was simply checking for leaks. I found none so I let it sit for at another 45 minutes to insure no leaks. I then pulled a vacuum for another hour to essentially cook all the remaining water. Waited another 45 minutes to insure that no leaks appeared. Attached the 134a tank and began the fills. Placed about two (2) pounds of refrigerant into the system slowly as the compressor cycled. I continually checked the system throughout the refill process. Placed my hand over an open dash vent for a satisfying feel. Oh, the good old days.

A word of caution, don't bother to try to remove the manifold lines right away since they are too close to the headers. Simply let them cool overnight.

Retest days later found 49 degrees at the vent and a promise to Phyllis that we'll have air on the way to the Fun Rally.

Wrong, oh so wrong. Our ride to Monterey went well for the first few hours then no a/c just an ever-increasing rise in temp. Heat from the bulkhead and center console drove cabin temp to 95 then well beyond.

Compounding the ride was an electrical fire that cooked the posts of the alt meter. I bypassed the meter and selected the coast route to the Rally hoping for cooler run north.

Once home the process of solving the mysteries of air conditioning began. The first question to ask is why are all the lights on when the a/c switch is on? A check of the fuse box found one blown fuse. Replacement was uneventful. Next, opening driver's side electrical door was a bit difficult with the cage down bar in its way. Nonetheless, there I discovered that both seat and ignition key buzzers were missing. Both the AC clutch and AC fan relays were however intact.

Two consecutive days of testing resulted in different outcomes. Day one got temp down to 59 degrees then AC went off. Day two the AC didn't work at all. A bit of research told me that the expansion valve or its screen might be the troublemaker. So now we have at least two problems to solve, wiring and e valve.

The saga continues but for now I must prepare for the Fourth of July Parade.

Profile Article Volunteer is needed to write submissions to Mike Haney. These are intended to let other POCA members be informed as to our activities and to invite them to join us at any of our events.

Facebook Anyone? "Linda and I are going to begin populating a Facebook page with a lot of our pictures and ephemera that we have accumulated over the years and invite other enthusiasts to do the same. We are not selling anything, just a gathering relaxed Group with one rule, NO RULES.

On Facebook, access DeTomaso International and join the Group. We urge TPOC to post any club information on that page. Thanks again." - Dave and Linda Adler (ed: Founding members of TPOC and multi-year, past Presidents).

TPOC Badges are free for TPOC members and their associates. Simply ask a Board member for one if you want one. I now recommend the magnetic ones after losing my pin version. (Moving into the modern age.)

General Meeting see ocanteras.com web site for location. 17th St Bar and Grill is our general meeting place. It is at the site of the old Zitos at 17320 E 17th in Tustin, located near the 55, 5 and 22 fwys. We normally order our food at 7PM and begin the meeting promptly at 7:30PM on the third Wednesday of each month except December. Scott is likely to have a video treat for us all.

Get the message? Without your current email on file, you are not getting all the communiqués that your membership dues warrant. Send Judy jpoca2@hotmail.com your latest email address for the file.

Picture of Your Car is needed for our web site. Email one to Greg Ford at tpocwebmaster@gmail.com.

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

Jul 22 **Big Summer Night** Gayle 714 693-7761.

Aug 26 **Rib Trader** Bob Singer 714 960-2323.

Sep 10 Belmont Shore Car Show Sunday Larry 562 430-7794.

Sep 24 **Ice Cream Social** 3pm at Watson's, see Gary 714 794-7095.

Oct 13 **JPL Tour** \$10pp for 8am coach ride. Bob Singer 714 960-2323.

Nov 18 **Tech Session/Garage Tour**

Dec 3 **Christmas Party** Gayle Huff & Bob Singer 714 960-2323.

Dec 30 **Gondola Cruise** Bob Singer 714 960-2323.

Jan 20 **Jay Leno Show** Larry 562 430-7794.

Weekly Events: Saturday: HB Donut Derelicts Adams & Magnolia

Ads. Submit your ad via email. We thought about raising our price but decided free is still a good one.

Do you want to be “published”? Dave and Linda Adler are working on their book, *Extreme Panteras* which should be in print in early 2017. If you have or know of somebody who has a Pantera with at least 3 visible modifications, we invite you to submit a photo or two and some information about the car to us for consideration. Please email the photos and a brief summary to: info@davidadler.com We will get back to you to discuss your car. Thank you for your help.

Jonathan Barlow of Barlow Insurance offers American Modern Classic Car Insurance at (800) 558-7772, Email: barlowjb@pacbell.net. You may recall his presentation at our meeting a while back.

Tom Todak now offers metal polish and wax:



Outshining the Competition Since 1956

Harly Wax creates a deep shine that turns a good paint job into a brilliant paint job.

The World's Finest Carnauba Wax

Harly Wax is a pure carnauba paste wax made in the USA from the highest grade of hand selected Number One Yellow Carnauba Wax from Brazil.

If You Care About Your Car, Harly Wax It

Harly Wax is safe for all finishes. It contains **NO** polymers or silicones and **NO** cleaners, powders or abrasives which gradually remove your car's finish every time you wax.



web: harlywaxusa.com
email: harlywaxusa@att.net
phone: 714.771.4484



Michael Leone of Insurance Center Associates offers Haggerty Insurance email: mleone@inscenter.com: