

PANTERA INTERNATIONAL



Pat Holleran's Pantera Evolution has gone way

OVER THE TOP

story and photographs by Dave Adler

Pantera International member Pat Holleran is 39 years old and lists his occupation as a hotelier and restaurateur. He has worked throughout the country for hotel companies such as Embassy Suites, Sheraton and Hyatt Regency. He has been involved in the restaurant industry for 20 years serving at such eateries as El Torito, Mimi's Café and Islands. Having done a great deal of traveling in pursuit of his profession, Pat chose to venture out on his own and subsequently purchased a Southern California landmark, The Sportsmen's Lodge which was established in 1947. This facility covers 11 prime acres in Studio City, California and is distinguished for its

banquet and convention facilities. Recently the Sportsmen's hosted our PI fun run to the Nethercutt Collection and will also serve up an Italian feast in June for our Petersen Museum event. Pat has served as the event chairman for both events. Pat and his wife Stephanie take great pride in maintaining and successfully operating a business that was founded long before either of them were born. This same pride of ownership carries over into our Spring cover car.

Pat first got hooked on Panteras as a young man when he visited his local Lincoln Mercury dealer with his father. At first sight, he told his father he had to have one some day. When Pat bought his first Panther, his father said, "you are crazy, they are never

very reliable." When Pat brought home his second Pantera, his dad declared in exasperation, "I officially give up!"

Other cars that have appeared in Pat's stable include several vintage Corvettes, Mustangs, a bug-eye Sprite, a Buick Roadmaster convertible, several Mercedes and even a Starsky and Hutch Gran Torino Sport. Talk about eclectic!

Prior to launching his latest Pantera project, Pat was in search of a Lambo Miura. While searching in Orange County, California, he stumbled into PI Motorsports where he was introduced to Jerry Sackett who convinced him that he could own, build and drive a dream car Pantera that wouldn't end up deposited on a



Above: Pat Holleran - extreme DeTomaso enthusiast and executive.



The Holleran jewels, 2 Panteras, a 1966 Mustang "K" code and a 1947 Buick Roadmaster lead-sled



trailer, never to be driven on the highway again or what is better known as a trailer queen. Pat isn't sure he should love or loathe Sackett's advice.

The thinking behind this intriguing Pantera was based upon Pat's observation of several GT5 and GT5-S cars. He liked the styling of these cars but they just didn't pop his cork. The Pantera 200 was another story but you just can't lay your hands on one without an act of Congress. Pat was not constrained by convention and did not want to follow the well beaten path of just building another clone of a factory wide-body. Instead, he conceived his own definition of how a bulging fendered, masculine stanced Pantera should look. His scheme also required that the widest tires possible be shoe-horned under the fat fenders. He realized he was deviating sharply from the traditional look but yet, he felt confident his idea would result into a vehicle that not only offered the "look" he desired but would also yield performance in excess of anything offered by any manufacturer. Holleran laid out his agenda to Sackett and told him to execute it to the best of his ability. The result speaks for itself.

In terms of the materials to be used, Pat considered fabricating the special fenders in fiberglass and also weighed simply purchasing the 5-S bodykit that is on the market. Having heard nothing but tales of woe in trying to fit the kits and also knowing that after-market, DeTomaso cloned

Photo captions:

Top left: Rear and front bumper caps were hand-formed from steel. The paint is as reflective as wet gloss. This car offers the image and status that the owner demanded.

Middle photos: Petite racing mirrors were obtained and a custom mounting base was fabricated. The mirrors offer adequate rear-view and their size does not overpower the clean lines of the car.

Bottom left: 600 horsepower without squeeze and 900 with. Forget turbo lag and uncontrollable power in-puts, this motor offers instant and seamless grunt.

Bottom right: Custom fabricated fat-boy exhaust tips and PI Motorsports mufflers.



sheetmetal would not result in the look he wanted, Pat opted for having fender panels hand- formed to his specification. The final result is a Pantera with custom coachwork including the front and rear bumpers. As a matter of precaution, molds were made of the one of a kind bumpers so that future duplicates could be rendered or marketed to folks that wanted to capture the look achieved in this car. Antonio Brudaglio, an Italian metalcrafter worked for months under Pat's direction to achieve the final shape.

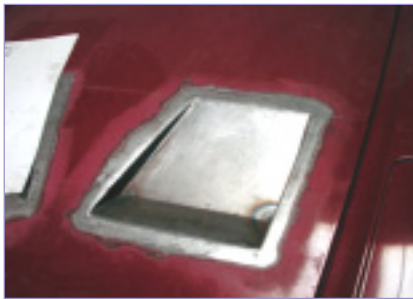
The original platform was a well used but decently preserved Pre-L from Northern California that was offered for sale as a semi-project car. A stripping of the paint revealed a basically sound car with minimal rust. While the metal work was being performed, dropped floor pans were added and the door handles and side markers were eliminated. Custom air vents were also hand formed instead of purchasing the pre-packaged kit models.

Pat agonized over the appropriate paint scheme, finally deciding upon a Cobra blue base with wide white stripes. Not exactly a rare combination and even though this mixture of solids and stripes has been done for the umpteenth time, Pat is more than satisfied with the final outcome. The paint is from House of Kolor, a custom candy blend that looks like it is deeper than the Grand Canyon, especially when the light strikes it. The stripes are completely flush with the blue layer and you can't find where the edges meet by touch. The engine bay was also smoothed and refinished in matching Cobra blue.

Pat tells us that, "I have always admired the guys that build show cars and then drive the hell out of them, hard, fast and furious. That's what this car was built for although I doubt I will be able to actually ever go through with that plan and at this time, she truly is a trailer queen."

As for motivation, Pat selected a PI Motorsports, Inc. "crate-motor" but he wasn't satisfied with only 540

Below: The side of the one-off front bumper and cooling duct.



Above left and right: Before and after photos of custom fabricated hood vents.



Above: Italian metalcrafter Antonio Brudaglio spent hundreds of hours crafting the fenders.



Above and below: The most striking attribute of the Blue Bomber are the unique rear fenders. Very defined and muscular, they represent a pleasing departure from stock.



Above and below: The fenders were carefully fitted to the wheels and tires for correct look.



Below: The side grate was specially shaped to blend with the unique rear fenders.

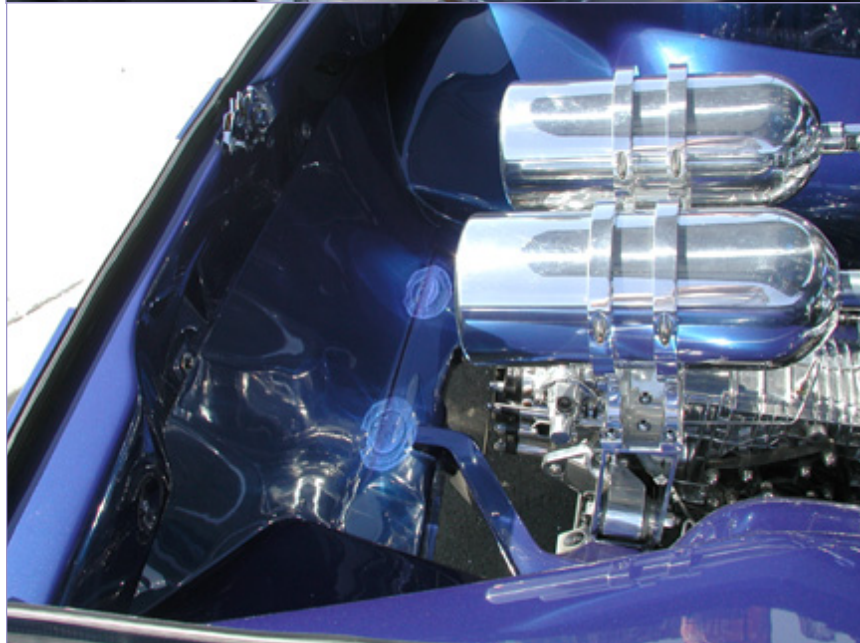
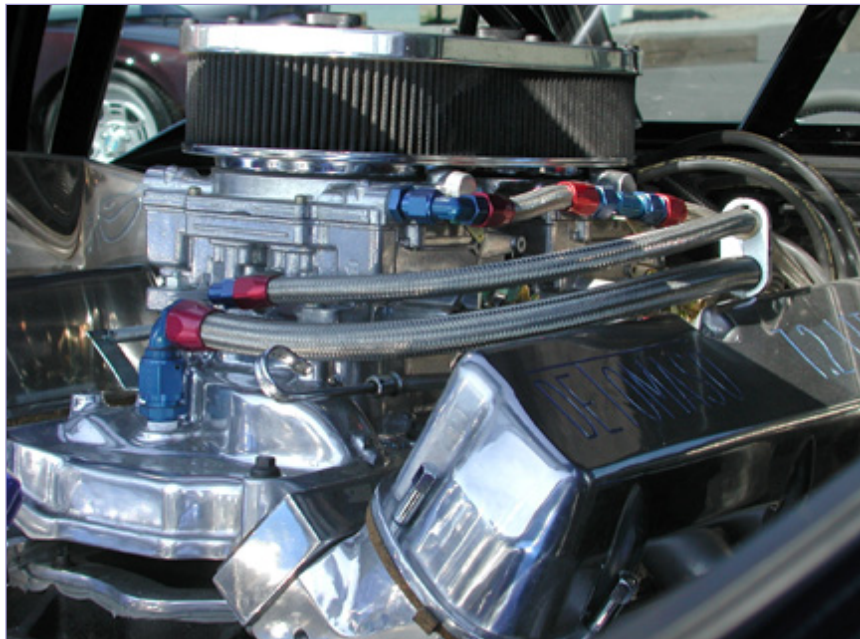


Below: Another departure from stock were the extra-wide and flat front fender flares.



Below: Finished result makes the car look physical and sophisticated.





horsepower. As a result, he went, "over the top" and specified a dual quad equipped induction system and more go-fast parts to boost the power to over 600 horsepower. On yeah, just in case an overly brave Viper owner makes the mistake of choosing off this blue Howitzer on wheels, Pat has added a custom built, twin nitrous system that will bump the ponies up to a provocative 900. When the NOS button is pushed, it will feel like a jet pilot hitting Mach 2. Holleran cautions other drivers, "don't get in my way, this car is an ass-kicker". Right on!

Pat's engine is based upon a Windsor block that is now adorned with aluminum heads that have been brilliantly polished on the outside and ported, polished and blue-printed on the inside. PI Motorsports Mind-Train headers handle the exhaust vapors and have been ceramic coated. The nice thing with this engine is that it is built to last and run fast. It is essentially the same engine PI Motorsports offers its customers but with a little extra spice. Ted Hoffman was lead mechanic on the project. The ZF was completely overhauled and beefed up by Lloyd Butfoy of RBT Transmissions. With proper maintenance and judicious use of the 'squeeze, the ZF box should be able to stand up to the raw power delivered by engine. Naturally, the case was treated to a polishing as was nearly every nut and bolt in the car that would benefit from some brightening.

The interior was totally the inspiration of the owner. Custom fitting this car to Pat's 6' 2" frame, the amount of room is more than ad-

Photo captions:

Top: Dual quads are fed by braided steel lines and Aeroquip fittings.

Middle: The reflection of the twin NOS bottles is captured in the mirror-like finish of the engine bay. This engine compartment has a presence all of its own and is definitely cool looking.

Bottom left: Shown are the Mind-Train ceramic coated headers mated with a set of aluminum heads that have been polished.

Below: Dual Edelbrock 500 CFM carburetors and Edelbrock manifold.



equate. The seats, dash and headliner are all trimmed in super supple, opal colored leather. The carpets are plush wool. Extra sound deadening material was liberally applied around the passenger compartment, although the basso profundo sounds of the 427 can never be hidden from. Capping off the interior is the application of costly, hand-turned stainless steel that Pat had admired on Rolls Royce and Bentley cars. The metalwork offers a strong final accent that reflects the owner's tastes. Another special feature found in the interior is the multi-media system that includes a Kenwood touch screen display with AM/FM, CD, DVD, TV and GPS navigation systems with remote control. Yeehah! Under the front hood are massive Alpine power amps that drive MB brand Quart speakers and an MB Quart sub-woofer mounted where the glove box used to reside. Mark Stephan of PI Motorsports

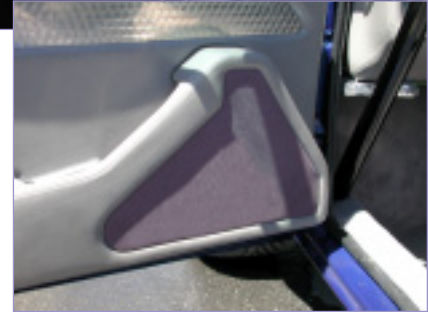
White faced gauges, machine turned trim and glove soft leather are edgy touches.



Above: Drilled pedal covers from PI Motorsports, Inc.



Above: Isis logo on seat-belt latch.



Above: Custom arm rests were extended to enclose the speakers.



Above: Specially fabricated roll cage ties in to the rockers for extra strength.



Below three images: Extensive use of turned metal accents. Multi-media center is better than most home entertainment systems. All leather is glove soft and expertly trimmed.





custom fabricated the sound system installation, wiring and interior build out.

So how does it run, you might ask? Pat offers this description, "an old friend of mine kept giving me a hard time about Panteras and that they were and never would be a real Italian sports, super-car. After my Pantera thoroughly spanked his Testarossa, the graphic with the wee tike weeing on a Ferrari logo proudly appeared on my side window and my friend hasn't offered anymore grief since then."

The car was completed approximately four months ago and Pat has logged 1,000 miles. Don't ask how much Pat has wrapped up in his dream car. When asked for the



Photo captions:

Top left corner: Soft-touch toggle-type switches are mounted on center console.

Above: Underside of fabricated amplifier tray exposes sound system wiring.

Left: Underneath the tray is a port for the submerged Optima battery and an ear-splitting Kenwood amplifier. Wiring loom was created by Mark Stephan of PIM.

Below left: White faced auxillary gauges are on the secondary panel. Video monitor displays GPS data, DVDs and engine functions.

Below right: Closeup of driver's door panel with more turned metal trim work.

Bottom left: Twin power amps were fitted to the front trunk area. Entire mounting rack lifts up for access to wiring, amps and Optima battery.

Below right: A complete PI Motorsports, Inc. Arctic cooling system was selected by Pat. This includes a Fluidyne aluminum radiator with twin, rear-mounted sucker fans. The entire front trunk area and components are remarkably well finished.



bottom line, Holleran told us, "I am a bit of a fool when it comes to restoring classics. I have an absolute fortune in this car, the amount or total thereof, I am a bit embarrassed to admit. I might consider selling the car but it would take deep pockets for me to start handing over the keys."

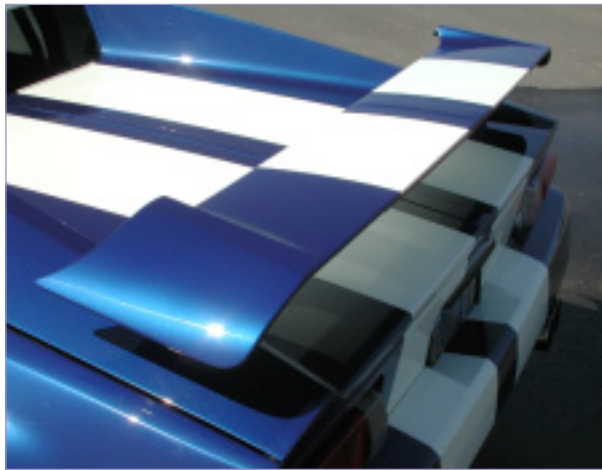
Watching this car take shape, I was somewhat cautious as to how the car would look. Seeing the flat surfaces on the front fenders were extra-wide bulges and the very defined rear shoulders on the fenders, I felt that the owner might be going too far. When you exceed the original envelope, I had formerly believed you were disturbing artwork. However, after seeing the dynamic and aesthetic outcome of two years of work, I

Above and right: At Marina Pacifica in Long Beach, California near Pat's home, this car conveys a look that screams, "get the hell out of my way, I'm coming through."

Below: Rectangular headlamps are from Vader.

Bottom: Intimidating doesn't begin to describe Pat's Pantera.





Above: The rear wing is an AmeriSport product sold through PI Motorsports, Inc. Normally, this wing is mounted directly to the rear sail panels. Here, Pat ordered mounting pedestals to raise the wing a few inches. Rearward vision is increased and the wing is more noticeable.



Above: The suspension parts were powder coated in black satin finish. The shock absorbers are aluminum PI Motorsports, Inc. adjustable units. The half shafts are chrome plated.

Below: When Pat rolls on the throttle, the power comes in with a bang and lights up the rear tires. Having a car like this is a ton of temptation. Pat has had the car up to an indicated 180 miles per hour and the engine was still pulling through its power curve.



must re-think the concept of Pantera customization. Here, Pat Holleran was not a slave to any conventions or pre-conceived notions of Pantera propriety and damnit, he built what pleased him and I am convinced that a lot of other car lovers are equally as impressed. The seamless coachwork and excellent paint finish made all of the difference.

Pat's experiences with his car thus far are summed up as follows, "My car has been overwhelmingly supported by the Pantera enthusiasts. I recently dropped by PI Motorsports for some follow-up work and several Pantera customers made me substantial offers to buy the car. When I drive the car down the road, guys and gals are trying to get me to pull over, pop the remote control rear deck and have a 'show and tell'. I snuck into a humongous 'Rod show in Temecula last month that had over 800 pre-'70's rods and the reaction even from hard core Hot Rodders was unbelievable."

What advice can Pat Holleran offer other Pantera owners that want to build a unico-example? "The best advice I can possibly give anyone considering a project like this is to find someone you trust to help spearhead the project like Jerry at PI Motorsports did for me and you should stay involved the whole way through."



Above: 17-inch diameter rims are 11 inches wide in the rear and 8.5 inches in the front. Michelin rubber meets the road. Disc brakes are from Wilwood.



Above and below: Holleran isn't too concerned should a Ferrari get brave and make the unfortunate mistake of trying to test the capabilities of the Blue Bomber.





Pat Holleran has a sweet collection of cars. We know that most Pantera enthusiasts also enjoy seeing other collector cars as do I. Last August, Pat purchased the former Jim Kilpatrick, twin-turbo multi-show winning Pantera. This former PI cover car now wears the Bad Cat I license plate.

Above: How does this look for another, Poverty Sucks poster? The two Panteras are stored on a car stacker hoist from PI Motorsports, Inc. The Mustang and Buick share the double car side of the garage. Pat is in the process of finishing off a one of a kind car hauler so that he can truck his cars around to shows, auctions and other automobile events.

Both of Pat's Panteras are street driven. After he purchased the twin turbo, he had it tuned for street use despite the fact that in 15 years, the car had only been driven 6 miles, mostly off and on trailers and in parades around Concours display areas.

The twin turbo also runs nitrous as does the Blue Bomber. The engine is an all aluminum Fontana block.

The Bad Cat I is estimated to have close to one thousand horsepower. Pat has allowed me to drive his Bad Cat and 'Bomber. I would start by telling you that the Bad Cat turbo car is one of the most frightening Panteras I have ever driven. When that car climbs on to the boost, it is like a sleeping

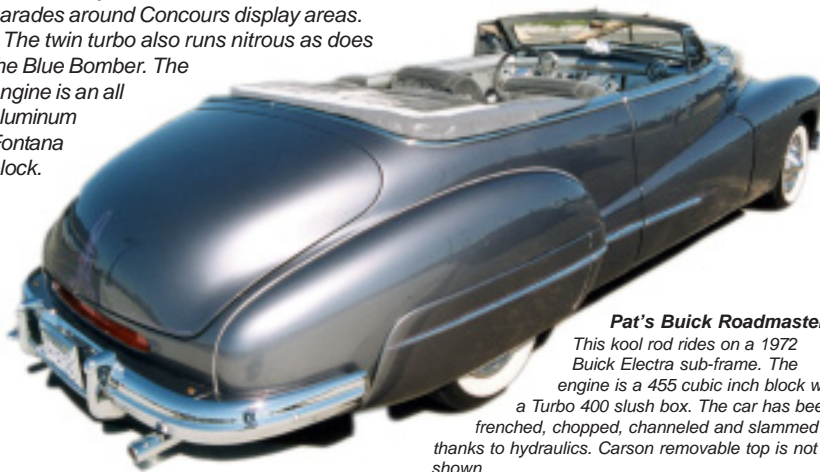


1966 K-Code GT Mustang
Rare tri-power carbs. Less than 100 built by Ford.

monster waking up. My passenger and I both felt that the front wheels may have literally been dangling in the air. My ears were flapping backwards, my hair-do changed and my eyes were bulging out. I would have hated to have sampled a full shot of NOS on top of it.

The Blue Bomber is more to my tastes. Pat relates that he believes it is even faster than the turbo car and is infinitely easier to drive. The stunning Wilwood brakes exceed comprehension. When this car rolls down the boulevard, terrified children start running for their moms. I am happy to see that Pat wasn't afraid to take chances when he built his dream Pantera. I believe his uncompromising tastes have helped raise the bar for the modified Pantera class.

Dave Adler



Pat's Buick Roadmaster
This cool rod rides on a 1972 Buick Electra sub-frame. The engine is a 455 cubic inch block with a Turbo 400 slush box. The car has been frenched, chopped, channeled and slammed thanks to hydraulics. Carson removable top is not shown.



Pat Holleran's Outrageous Blue Bomber Pantera

