



PI Motorsports, Inc Newsletter for Spring 2009

Serving the DeTomaso Enthusiast since 1996
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The Constantly Evolving Pantera

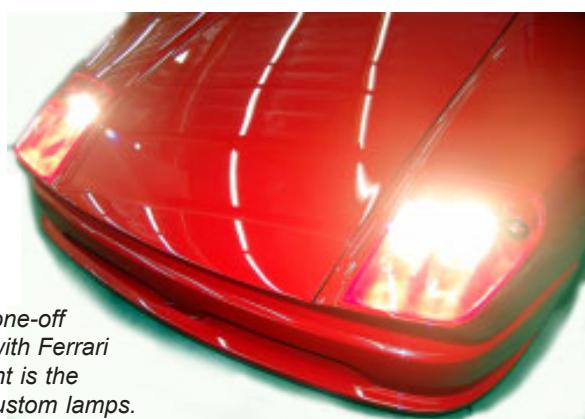
One of the more controversial aspects of the Pantera is the fact that most cars are modified. Let's face it; there simply aren't very many stock or original cars out there. For that matter, it appears that the majority of owners and enthusiasts much prefer modified cars, often the more modified, the better! This seems to go against the grain in the main-stream collector car community. Take for example the recent Barrett-Jackson auction. The TV announcer, talking heads seem to harmonize when a resto-mod or unoriginal car rolled across the block with chatter like, "it wouldn't be that hard to return the car to original" or "the owner shouldn't have changed the wheels". This goes on and on. Over the years I have read published articles on Panteras in top auto rags that are critical of owners who modify their cars, attempting to impose the author's own personal preference for originality upon their readers, as if adding a wing or a set of stainless mufflers would be akin to some offensive/immoral behavior. For years, at the prestigious Concorso Italiano in Monterey, California, I bristled when the Panteras were driven over the viewing stage and the announcer would voice his displeasure over the modified cars while ignoring the fact that the vast majority of cars on display were modified.

When it comes to the Pantera, stock or original cars from our experience do not carry any significant premium in value over a properly modified car. Indeed, when we have consigned very original cars, they often take the longest time to sell and often fail to realize the owner's desire price. But yet, the so-called experts will condemn a modified car without the facts or knowledge to back up their harsh judgment. At PI Motorsports, Inc., we have sold dozens of cars in our 13 years of existence and although we have no sales preference as to modified vs. stock, we have seen this same scenario play out over and over. When given a choice, a potential customer will be drawn to the wide-bodied, modified engine or 17" wheeled Pantera at first sighting. This is also often true at car shows where both original and modified cars are displayed. It seems as though the modified cars will have spectators attracted to them in larger numbers than the bone-stock ones.

One of the most interesting aspects of working here at PI Motorsports, Inc.



is being able to meet and communicate with enthusiasts new to the Pantera hobby. One conclusion I can safely draw is that there is not as much interest as there used to be among new owners in the history and lore of the DeTomaso heritage. My involvement with the marque began in 1974 when my wife and I purchased our first Pantera. There was exquisite interest then by us and other owners we met, and in the later decades in any news from the DeTomaso factory or any nugget dug up that was of interest to the Pantera tifosi (an Italian word to describe a group of fans). Since the founder, Alejandro DeTomaso has passed away and the factory has been shuttered, it seems as though interest is waning in the historical features of the marque. By comparison, Carroll Shelby is a charismatic



On the left is shown a one-off Pantera Si tribute car with Ferrari headlamps. On the right is the Pantera Spyder with custom lamps.

Continued on page 2



individual who still actively promotes his brand. The late, Alejandro DeTomaso was no Shelbysesque figure and outside of Tom Tjaarda, there hasn't been a spear-carrier for the DeTomaso marque. In 2009, the bottom line is that the Pantera must sell itself to the new customer. As a salesperson, you can't brag about bella Italia and the quaint factory, etc. and hope a prospective buyer will want to latch onto that propaganda as a life-style, sales-tactic. To interest some new buyers we encounter who are not satisfied with the Panteras performance, comfort and design features, we offer our capabilities of being able to modify the Pantera in a way that is appealing to the new and existing owner.

Starting with the design of the Pantera itself, Tom Tjaarda simply nailed-it almost 40 years ago. The familiar shape still makes people's hearts skip beats. Some later variations of the fundamental design, such as the GT5 or '5-S are also stirring. The most popular presentation we believe is the Group IV Pantera. This is also my personal favorite because it recalls the Panteras racing history.

Taken as a whole, nearly every Pantera owner has already upgraded their engines in some way even if it is something as simple as adding headers or a new carburetor. At the other extreme, it is not uncommon in Pantera circles to find engines with well over 500 horsepower, forced induction systems, nitrous oxide systems and DOHC engines. That isn't even news anymore. Big alloy wheels, even 20 inchers, killer brake systems, trick exhaust and muffler pipes, rectangular headlights, carbon fiber and custom seats are now routine Pantera fare. What could be next?

At PI Motorsports, Inc., we have positioned our company to be able to respond to our customer's tastes, desires and dreams when it comes to modifying their cars. We now regularly create unique headlights and one-of-a-kind instrument panels. Other related modifications we can execute include installing state of the art sound systems, reverse mounted television cameras, custom interiors and cable-shifting systems with paddle shifters. When we are in the planning stages of mapping out a



- 1) Over-the-top dashboard was based on the owner's concept. Very organic shape. The paddle-shifter controls a cable shifter to the ZF trans.
- 2) The dash incorporates two plasma displays and a high mounted digital read-out that shows what gear the transmission is in. Displays also offer rear-view when transmission is in reverse. GPS, climate controls and DVD also are displayed.
- 3) In the early stages, the composite dash takes shape.



4) The passenger compartment dashboard in the Pantera Spyder has many has its own plasma display. The center console houses an ear-shattering sound system. The perforated leather is used on the specially-shaped seats and dash. The smooth surfaces of the dashboard are finished in black. The interior is fitted with high-end speakers from sub-woofers to door mounted tweeters. All gauges are white-faced from Auto Meter. Note the small holder in the dash for the owner's I-Pod. The interior in this Pantera was built entirely in-house by PI Motorsports, Inc.

Spyder Owner: Mr. Pat Holleran.

5) This interior was created for an overseas Pantera enthusiast. Although conservative in appearance, the dashboard now houses the head to the stereo system and A/C controls for the Vintage Air brand A/C system. The red and black Group IV color theme is carried out throughout the interior and even onto the door panels.



6) This Pantera owner requested custom-formed seats with a perforated leather material seat covering. Note how the Isis logo has been formed into the headrest portion. The owner's enthusiasm is evident!



customer's modification plans, we seldom hear any chatter or concern from the owner that modifying the car may spoil its value or desirability. This does not seem to be a priority over creating a car that more suits the owner's preferences than some authority on Panteras who thinks it is a sacrilege to modify a stock car. The only advice we can offer is to advise the owner to save any parts removed for future re-installation or inclusion in a future sale of the car if desired.

We are always mindful that the Pantera hobby is diverse and that the owners have many different tastes. As a past-president of several DeTomaso enthusiast clubs, I have met hundreds of owners and each seems to have their own individual taste or preference as to how a "dream" Pantera should be. This is one of the many reasons that I am still passionate over the Pantera and am always amazed at how this car keeps evolving. If you are contemplating any modifications to your car, rather they be large or small, we invite you to contact us to discuss your plans and allowing PI Motorsports, Inc. to make your dreams come true. We have the experience and capabilities to turn dreams into reality and to work within a set budget.

Dave Adler



- 1) Modified secondary console houses gauges in horizontal position.
- 2) Lower secondary console has Isis logo hydro-formed into the textiles with modern rocker switch controls.



3. Trimmed in Mercedes carpet, this front bay is outfitted with a state of the art sound system with a clear cover to view the ear-splitting power amps. The battery has been recessed and the brake booster polished out.





Restoration Completed!

Another fantasy fulfilled!

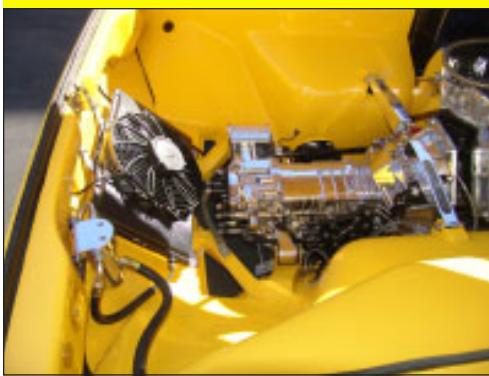


The owner demonstrates his Pantera pride by having us embroider on his dash the Pantera script. Note circular air vents and yellow piping on the dashboard.

No body modifications were made. 17 inch Campy look wheels have two types of finish; shiny and satin. Mufflers are PI Motorsports, Inc. stainless steel cannisters with fluted tips.



The door panels have been re-trimmed with yellow stitching for a very elegant contrast.



This restoration was completed in January of 2009. The engine bay was smoothed and filled and then painted to match the body color. The ZF transmission was highly polished and a PI Motorsports, Inc. spreader bar was installed. The A/C condenser is a modern upgrade that is far more efficient than the original item.





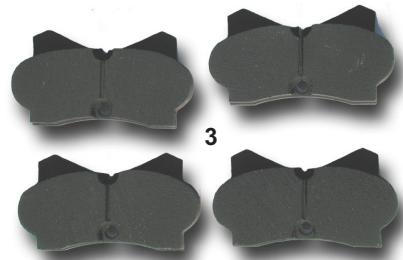
The most respected and the most feared by competitors, Pantera engine available today. Dozens of these engines are in service in America and Europe. The perfect engine for street performance and recreational track use. Delivering over 550 horsepower and over 500 foot pounds of torque, this engine was specifically engineered by us just for the Pantera which has its own, unique requirements. These motors were designed for reliable operation with gut-wrenching low-end torque, cool-running and surprisingly decent fuel economy considering the impressive performance the Hammer offers.

- 4.030 bore and a 4.170 stroke
- **No core charge-try to beat that!**
- **Avenger Stage 2 aluminum cylinder heads**, CNC ported with stainless steel valves. Intake size: 2.08 and exhaust 1.6 with chromoly retainers.
- Mighty Demon 850 carburetor. Timing total 35, plug gap 42.
- Custom hydraulic roller cam and rockers, custom flat-top pistons: 4.060 bore with 10.5 to 1 compression ratio. Moly rings, stud mount 7/16ths roller rockers.
- Stainless steel valves. 4130 X 8.550 chrome moly 5/16ths push rods, SBF main girdle, 10-quart oil pan.
- H Beam rods 6.200 H-Beam 4340 X 2.100 X .927 rods. Full ARP bolt kit, 28 ounce balancer,
- **Long Block Motor as shown** (does not include all accessories such as starter, bell housing, clutch, thermostat, spark plugs and wires, water neck and certain other parts - we can supply all of the above items that you need for your application at extra cost)
- Edelbrock manifold and oil pump
- Expertly blue printed.



Power Up!

It just doesn't make sense to rebuild your Cleveland these days. This engine is ready to bolt-in and enjoy. Our Hammer engine is guaranteed and uses all new parts. Put our experience to work for you. The long-block price begins at \$9,995.95 for club members.



Parts Specials

1) PIM Brake cylinder.
Looks just like the original but incorporates modern engineering. 1 1/8" bore. More fluid and better braking. No adapters required. Bolts right in.
Member price: \$219.00

2) PIM Billet Sway Bar Caps
Carved from billet aluminum are these precision sway bar caps. Pentographed Isis logo. Brilliant polish. Beats having to clean and replace stick-on type Isis logos. **Member price: \$39.95 each**

3) Cheetah Brake Pads by PIM.
High performance, custom made brake pads that now provide modern car braking potential. High tech Carbon Kevlar composition. Increases grip by 30-40% without making a meal out of your rotors. Improved brake pedal feel and peace of mind.
Member price: \$298.99

4) Front and rear trunk compartment rubber replacement kit.
For the Pantera owner who requires bone-stock style weather stripping, we are pleased to offer our kit which includes sufficient material to trim the front and rear compartments of your Pantera. This is the best looking and matching material on the market. Top quality rubber that will put a smile on the Concour Judge's face while saving money at the same time.
Member price: \$110.00



friendly advice is a telephone call away



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Sale ends July 1, 2009

Road & Track Gentleman's Racer for Street, SCCA, Vintage or Club Participation



Chassis number: THPNMB02583

One of the best known and most successful Pantera production race cars can be yours.

Long considered to be one of the best performing Panteras ever entered into SCCA and Vintage competition



Light-weight Pantera with Woodhouse - Gehling suspension = amazing performance and handling



There are few Panteras in the world that are capable of out-performing this car. The suspension has been highly engineered for high g-force handling. This Pantera is a contender at any club event.

Asking price: \$79,995
Less than a third of a factory race car and more than able to prove its superiority both on-track and the street if desired. Sales price does not include DMV fees, documentary fees or sales taxes. Such fees will be added to the final sales price. Out of state residents who do not take delivery in California may not be subject to these charges.

PI Motorsports, Inc.

Feature Car

The Woodhouse Pantera

- Originally owned by Mercury dealer in Chicago as show room attraction. Bob Woodhouse acquired and rebuilt to autocross and compete in SCCA National Solos in the 90's. Acquired by third owner in 1996 as show car.

- To reduce weight, Mr. Woodhouse custom fabricated aluminum doors and manufactured a fiberglass deck lid. He also designed a fully adjustable custom suspension with Koni shocks. In order to provide reliable stopping power, Wilwood Superlite brakes were installed front and back. New brake lines, booster master and clutch master upgraded in May 2008. Lastly, a comprehensive full roll cage was built to racing specs of the day.

- Woodhouse is still active in the racing community, as owner of a 2 car Viper team in the GT Speed World Challenge. He sold this Pantera to focus on racing Vipers in 1996. Recent articles had this to say about Woodhouse, "He loves it when he can get under the hood of the car and help with setup, body work, and anything else that needs to be done. He loves this passion of his and when you see that big grin on his face, well he is probably fully dressed and ready to take on the other drivers on the track. He is one of the most knowledgeable people out there when it comes to these cars and how to do things." In 2008 his team has won twice and podiumed numerous times.

- Car pushes 525 RWBHP and 500 pound feet of torque at 6200 rpm 10.5:1 compression ratio. Engine is 351 Cleveland bored to 392, running a Holley 830 carb, custom aluminum heads, PI Motorsport headers, camshaft with solid lifters, JE Competition aluminum pistons, roller timing and rockers and a 10 quart oil pan. Also has isolated 12 gallon fuel cell and a rebuilt ZF 5 speed transmission with new clutch, pressure plate and throw out bearings.

- Engine and transmission rebuilt at 20,450 miles in August 2006. Custom side scoops, boxer spoiler, custom aluminum radiator and dual sucker fans with all new stainless steel water pump and hoses (11/2006). Interior is custom leather interior with extra gauges. Body and frame are very clean and straight. Rides on Compomotive 5 spoke 16x8 front and 17x10 rears on Hoosier R6 slicks.

- Extensive race documentation from Bob Woodhouse comes with purchase. Extra set of Michelin Pilot Sport street tires mounted on original Campy design rims, 2 rear race slicks, original doors, original deck lid, extra Wilwood brake pads and miscellaneous parts are negotiable.



PCNC Fun Rally Speed Trials

An Ideal Venue to Enjoy Your Pantera Safely at Speed

Story by Larry Finch

So you own a Pantera? You are among the lucky few knowing how these thirty-five year old cars still hold a magic most of their late-model counterparts can never deliver. But what do you really have? You have an all-steel, fully welded monocoque body encasing a dependable, high-horsepower mid-mounted Ford Cleveland V-8 engine, four-corner a-arm suspension with four-wheel power disc brakes, rack and pinion steering, near bullet-proof German fully synchronized five speed transaxle, factory air conditioning, power windows, and more luggage space than any other mid-engine exotic. In short, you own the ultimate GT sports car.

And what do you do with it? Attend a local car show or two each year? Maybe venture out for a weekend cruise now and then? Or do you really let your Pantera stretch her legs for some good, long excursions on a deserted road; tipping the tach needle into the red, listening to the Cleveland symphony six inches

behind your ears, cutting the corners to find that straight line and leaving the turmoil of every-day life somewhere in the rear view mirror?

Just as each Pantera is now unique to itself, so too are the many ways by which we each enjoy our cars. But for most owners, taking our cars to a road course track event is something usually viewed as much too risky and dangerous. But I'd like to help dispel those fears and encourage you to attend the annual track event sponsored by The Pantera Club of Northern California (PCNC), being held

this year on June 11 and 12 during the POCA Fun Rally in Reno, Nevada.

If you have driven your Pantera on public roads, you have already exposed yourself to greater danger than you will experience at the Speed Trials. The PCNC event is not a race; it has no lap timing and no winners, and is in fact classified as a Driver School. Each driver is grouped with others according to their experience, a helmet and appropriate clothing is required, and you are on track with alert drivers all going the same direction with the same goal of having fun and staying safe. You will



Above: You don't have to have a full-tilt Pantera race car to go out and participate safely.

Below: Mr. Ross Jackson of Australia is the owner of this ex-California based Pantera and he regularly competes in vintage races down under.



Below: Greg Esakoff's Pantera is highly developed with well over 700 horsepower.





Above: The pits at a typical PCNC track event are like a Pantera car show in itself. Even if you decide not to go out on the track, come out and support your fellow Pantera enthusiasts who do.

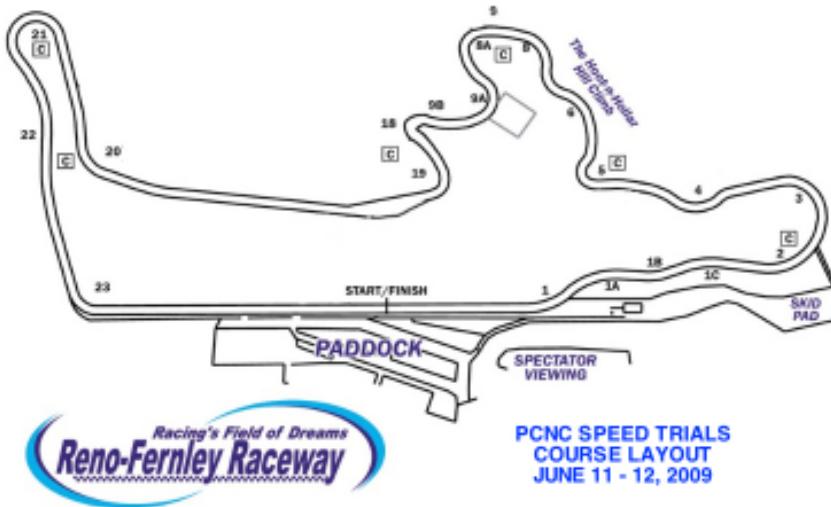
have no soccer moms in mini-vans, no teenagers texting on their phones, no signal lights, no stop signs and no curbs, parked cars or light poles to hit during a spin off track (which rarely happens). All drivers attend mandatory driver meetings prior to each day's activities, all Group C drivers must attend daily classrooms covering safety and driving technique, and in-car instruction is available to help drivers fine-tune their developing skills.

The Speed Trials run on Thursday and Friday, starting at 7a.m. and ending at 5:00p.m. The course for



Above: Dave and Linda Adler's Group V Pantera was raced in Europe during the 70's but has since been detuned for street, club and vintage events.

Below: The Reno racing circuit is well suited for Panthers with challenging turns and full throttle straightaways.



2009 is at the Reno-Fernley Raceway, about a thirty-minute drive from the Fun Rally host hotel, Circus Circus. We have chosen our layout to offer a safe course with some technical aspects and yet a front straight that will easily see triple digit speeds. Three driver groups, A, B and C, alternate their half-hour sessions throughout the day. Corner workers are placed strategically around the course to respond to any driver errors and paramedics with an ambulance are on-site all day. There is ample trackside covered tables and seating for watching and relaxing, and food and drink are available.

You may think your car is not suited to a track event, but while there is a technical inspection your vehicle must pass, in reality a solid, well-maintained car will most likely pass inspection with flying colors. Stock

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PCNC Track Event - Continued

seats belts are fine for the Newbies in groups C and B and the required helmet can very likely be borrowed from another driver in another group. You'll need to add shut-off valves to your heater lines, and your car will need numbers. And that's about it. If this is beginning to sound pretty easy, you're right. We want to get Pantera owners to begin to understand what their cars were designed to do, and we guarantee you'll have fun learning, too! And just perhaps, the instruction and knowledge you learn on the track may provide the needed skills to transform a potential public road accident to just a heart stopping close call.

New this year is optional insurance that will insure your car at and on the track during our event. Your regular policy likely has exclusions that void your coverage, even at a High Performance Driver Education Event (HDPE) such as ours.

In addition to the three daily driver group sessions, Thursday and Friday see an exhibition and then a championship race between the more competitive Group A drivers. Ten laps give plenty of opportunity for passing and position changes; this event is always a favorite with all who venture out to watch. And if you still are hesitant, perhaps you should come out, pay the \$20 fee and join the noontime pace car controlled noontime track tour. Any car, no inspections, no helmet and even passengers; at least you'll get a about a forty minute taste of the track.

Full details can be found at the PCNC website, www.panteroclubnorcal.com. This year we are offering, and prefer, a new online registration and payment method, that you will

find at www.PCNC.motorsportreg.com. If you have questions or concerns that are not answered online, please feel free to contact me at PCNCmotorsports@aol.com or phone me at 559-281-3497 PST.

Now we all know the economy is not exactly healthy these days, and family budgets may be strained. But thanks to very generous sponsors, pricing for our event is among the lowest you'll find for a two-day event. We even have a VERY affordable discount price for first time Newbies with Panteras in Group C. If you can make it Reno this year, just skip the fancy dinner out and come to the track and add to your memories instead of your waistline. We hope to see you there!

Thank you to Larry Finch for this article and the PCNC club's efforts.



Above: Dale and Monique Eriksen own and vintage race this rare Group 3 Pantera.

Right: Until you can take your Pantera out onto the track, you cannot appreciate the full capabilities of your car. High-speed cornering is one aspect that is sure to put a smile on your face.

For more information
Go on-line to:

www.panteroclubnorcal.com



From simple modifications to full concept cars, put the experience of PI Motorsports, Inc. to work for you.

THE LEADING EDGE

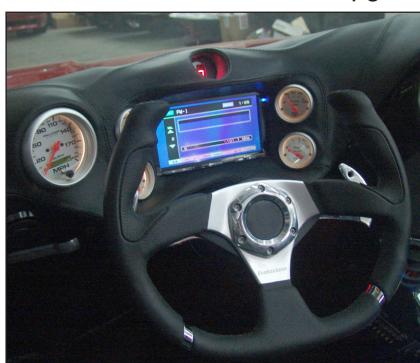


Exotic headlamp conversions

Using Ferrari sourced lamps or custom fabricated units, this upgrade offers an amazing appearance and functionality.



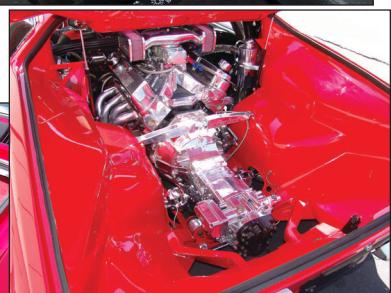
Custom one-of-a-kind interiors designed and built to your tastes. LCD panels, high-end sound systems and hand-crafted dashboards and consoles. Upgraded A/C systems, rear-view cameras and security systems to update your Pantera.



Paddle-shifters, cable-shift systems and 6-speed gearboxes. Select your own color theme and let us craft your interior to your tastes and budget.



Custom Grp IV Interior
Discounts to PI Members
New catalog available



PI Motorsports

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Telephone: 714-744-1398
website: www.pim.net



New!

Pantera Platinum Customer



Q: What is a Pantera Platinum Customer?

A: A customer who receives the best prices on parts, service and preferential treatment.

PI Motorsports, Inc. is pleased to offer our customers this new package of merchandise and services:

- 5% or more, discount on all parts purchased. Frequent special sales.
- Special discounts on services offered including engine building and painting.
- Private access telephone hot line for technical advice and expedited ordering.
- PI Motorsports, Inc. Group 4 baseball cap.
- Special billet aluminum, hand-polished, decorative Pantera logo.
- PI Motorsports, Inc. parts catalog
- E-mail newsletter and advance notice of special sales.
- Platinum membership card
- Parts Catalog with diagrams, photos and ZF information. 160 pages.



Group 4 Baseball Cap



Billet Pantera Emblem



160 Page Catalog

The annual fee for our Pantera Platinum program is \$75.00. For those customers who purchase from us frequently, our discounts alone can easily exceed the annual membership fee.

You may join when you make your first purchase or simply fill in the below blanks and fax it to 714-744-1397 or mail it to us. Payment by credit card is accepted. You will be happy you joined.

Name: _____ Email: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Telephone: () _____

Credit Card: VISA MasterCard AMEX Credit Card Number: _____

Expiration Date: _____ Security Code: _____ Is billing address different: Yes No

Billing Address for credit card if different: _____

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