

Chris Ashton's Incredible Group IV Concept

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Pantera Si Trinity photo by Franz Krump



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About PI Motorsports, Inc.

Founded in 1996 by Jerry Sackett and David Adler at our present location in Orange, California. We provide the DeTomaso enthusiast with everything from parts to entire cars for sale.

Our award-winning workshop can handle all assignments from an oil change all the way up to custom building a full concept car or show-winning restoration. Our service and prices cannot be beat. We invite you to call or visit our showroom and workshop in person.

Friendly advice is always a phone call away.

Thank you.

Jerry, Dave and Frank

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The Return of the Native

by Wallace A. Wyss

It had to happen eventually--DeTomaso was too good a name to let lie fallow. Former Fiat executive Gianmario Rossignolo has reportedly acquired the rights to the De Tomaso brand and hopes to revive the marque with a new three-model range, beginning with a luxury SUV called the DeTomaso Tosca that is slated to debut at the 2011 Geneva Auto Show. "Tosca" by the way is the name of a famous opera.

Rossignolo, who once headed Fiat's Lancia division and is a former chairman of Telecom Italia, will attempt to revive the dormant De Tomaso brand, established 50 years ago by one-time Argentine racing driver Alejandro DeTomaso, through his company GMI (for Grandi Marchi Italiani, or Great Italian Brands).

The advantage of buying an existing name is that there will be prior DeTomaso cars to show at previews of the new prototype, and there is even a rich racing history with DeTomaso cars. Though they never won at Grand Prix, they had several GP cars, and their sports cars competed head to head with Ferrari and Porsche on European tracks.

According to European press reports, Rossignolo also has acquired control of Pininfarina's Grugliasco factory near here. Pininfarina is being tapped to design the aluminum-bodied Tosca, according to the Web site Italiaspeed.com. Pininfarina is a consultant to many automakers, even previously having built the Allante for Cadillac. One wonders if there will be a conflict since Pininfarina builds Ferraris but if the new owner keeps the DeTomaso cars out of the Ferrari price range, it might be possible not to have any worries about conflicts.

The Tosca will be followed by a DeTomaso coupe and sedan. Rossignolo, 79, envisions annual production eventually reaching 8,000 units. Rossignolo unsuccessfully bid two years ago for the rights to Bertone, which had production capacity but was falling out of date with its equipment, and earlier attempted to revive the Isotta Fraschini brand, according to Automotive News. It is obvious he believes in going with a known automotive name rather than spending millions trying to establish a

new name.

Any doubts about his age--almost 80--can be assuaged with the report that Rossignolo's sons Gianluca and Eduardo reportedly will join their father at GMI in overseeing the proposed De Tomaso revival. A father-son deal could be advantageous if his sons are good spokesmen. Alejandro's son, Santiago, was a good spokesman but alas, during the waning years of the DeTomaso car brand, he was never given enough clout to make any major changes.



Wallace A. Wyss

Founded in 1959 as a race car builder and only later branching into road cars, DeTomaso produced a series of low-volume sports cars, notably the 1969-'71 Mangusta and the 1971 Pantera, designed by Ghia's Tom Tjaarda. (DeTomaso owned the Ghia brand briefly from 1967-'70, when it was sold to Ford.) The Pantera stayed in production for almost 20 years, with several evolutions in styling. Ford imported it to the U.S. only briefly, from 1971 through 1974, at which time it was discontinued in the US but DeTomaso had the rights to continue to market it in the rest of the world.

Alejandro De Tomaso also controlled Maserati from 1976-'93, during which time the company built the ill-starred Chrysler TC by Maserati, and he owned Italian motorcycle manufacturer Moto Guzzi from 1973-'93. Alejandro de Tomaso died in 2003, and the company was put into liquidation in 2004. The cause for their demise as a company was said to be due to their building of a plant to build a small SUV with a Russian partner when the Russians failed to come through with their part of the funding.

There is no word so far on if Rossignolo will try to forge a deal with Ford where he would use their powerplants and the DeTomaso brand would again be sold at a Ford Division as was the Pantera. Ford's most recent experiment with high performance mid-engined sports cars was the Ford GT, sold in the '05-'06 model years at a cost of \$160,000 new. But after selling just over 4,000 of them, and creating an American rival to Ferrari (whose model at the time was the 360 Modena)



A new Pantera may only be a year or two off. Concept by Tibor Juhasz Pecoraio of Hungary

Return of the Native

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Ford walked away from the super exotic market which is now occupied by the \$50,000-plus Shelby Mustang, exotic in name only (as exemplified by its rigid rear axle).

Ford hasn't made it out of the woods yet in the current recession, so is unlikely to find the money to import the new DeTomasos but perhaps the new owner of the marque will give them generous terms in exchange for engines and technical expertise.

Ferrari also controls Maserati, and Maserati is selling two door and four door sedans with seating for four, having revived the exotic "business car" market. So the new buyer of DeTomaso has reason to believe he too could re-enter a DeTomaso model into this market. An off-the-shelf Ford engine of sufficient power, but low maintenance costs, could once again be the key, though DeTomaso never succeeded in getting the Longchamp two door coupe or Deauville four door distributed in America.

Paul Lienert, a correspondent writing for *Inside Line*, an area on the Edmunds.com website, says DeTomaso is

"a famous brand with a checkered past. But is it really worth reviving?" If we may be so bold, Mr. Lienert, we think it is a brand worth reviving because American car enthusiasts need an exotic car that doesn't cost \$25,000 to rebuild the engine, which is the case with Ferrari and Maserati. We like the sensuousness of an Italian car but don't think the price of maintenance is worth it in most cases when a Ford or Chevy V8 can be bought off the shelf with over 500 willing horses.

Wallace A. Wyss



Concept by Tibor Juhasz Pecoraio



Are you sure
this is a good idea?

FOR SALE BY OWNER

1972 DeTomaso Pantera. 60,000 miles. Engine rebuilt.
Second owner. Nice condition. Call for appointment to
inspect. Asking \$29,999.00 OBO. No tire kickers or dreamers.
Call XXX-XXX-XXXX - EST. Call before 8 p.m.

Selling your own Pantera can be a humbling experience. Unless you place no value on your time and enjoy having strangers tracking through your garage and maybe your house, you have to be a brave soul to sell your own car. Sadly, few "interested parties" are truly qualified to purchase a Pantera and worse yet, some of these folks may have other things on their mind, such as stealing your Pantera or causing harm to you or your property. We have heard these horror stories before.

When the potential buyer visits you, what do you tell them when it comes time to take a test drive? Is it safe to let the prospect drive your car and are you safe demonstrating the vehicle to a stranger? We have discovered that some of these supposed buyers are simply out for a joy ride in a dream car that they could never afford to purchase themselves. Probably one out of 50-100 inquires we field are sincere buyers. They love to talk by the hour but could never close a deal. If you have ever tried to sell your car yourself, you know what we mean.

Since 1996 PI Motorsports, Inc. has been the world-leader in Pantera sales. Interested buyers just know that we can supply them with the car they want. For you the seller, we make selling your car easy and even after we take our commission fees out, you will most probably net more money than if you sold your car yourself. We also can make needed repairs, cosmetic touch-ups, conduct inspections and appraisals. We will have your car ready to capture the top price. We have buyers looking for cars and they come from all over the world. Panteras are hot items now and demand is increasing despite the state of the economy. We will make sure you receive a market-correct price and not sell your car for too low of a price as the owner above is on their way to doing.

It doesn't cost anything to talk about it. Simply give us a call or drop us an email and we would be happy to explain our respected sales program and give you an idea what your car may be worth.

PI Motorsports, Inc. - Serving the DeTomaso Community since 1996
Telephone: 714-744-1398 - Website: www.pim.net - E-mail: sales@pim.net

Group IV - Chris Ashton



Gruppo IV

Chris Ashton talks about his showcase Pantera

PIM: Please introduce yourself to our readers.

CA: My name is Chris Ashton, I'm a whopping 34 years old and I work as an artist and co-owner of a small, independent computer game studio in Orange County, California. I've been into artwork and cars for as long as I can remember. I bought my first car (a 1967 Mercury Cougar) when I was fifteen using money that was supposed to go for my college education. I quit band in the tenth grade, pawned my trumpet and used the money to put a dual exhaust system on the Cougar. Maybe not the best choices, but I sure enjoyed it and everything worked out in the end.

PIM: What got you interested in Panteras?

CA: When I was growing up, Panteras were lumped into the same group as Lamborghinis and Ferraris. I'd probably have a Lambo or Ferrari too if they weren't so expensive and hard to maintain. The Pantera is an everyman's exotic. Anyone who's into cars knows how to wrench on a good old V8. Popping the hood and staring at a Ferrari motor would just make me nervous. :)

PIM: I think it is safe to say you have owned other cars besides a Cougar and your Pantera.

CA: I don't think I've ever owned a car that I wasn't proud of. Everything had its fun moments. The list of past cars goes something like this: '67 Cougar, '70 Baja Beetle, '85 RX-7, '97 Probe GT, '98 supercharged Cobra Mustang and an '01 Corvette Z06. Between my girlfriend Jaime, and I, we currently have a pretty neat group; a V8 powered Miata, a supercharged Viper, a Lotus Exige S240 and the Pantera. Oh, and I ride a Moto Guzzi on occasion too.



PIM: How did you select this car?

CA: Ironically, the big reason we chose this Pantera was because it was a great color. It also appeared to be in good condition and it fit our budget.

PIM: Any interesting history on your car?

CA: Actually, I know very, very little about the history of this car. I know that the previous paint job was done about 20 years ago in Texas, by the same shop that painted the ZZ top cars. That's about it. I recently installed an Edelbrock air intake and discovered that the heads on the car are actually 302 Boss heads.

PIM: What modifications were made to your car before the current Group IV conversion?

CA: Modifications huh. That's a pretty big list, so I'll stay pretty general. The motor was already warmed over to the tune of about 385hp when I purchased the car. Besides the paint, the rest of the car was pretty stock. In the five years that we've owned the car, we've gone through most of it ourselves. The suspension has been rebuilt and upgraded, the cooling system, brakes, gauges, lights, interior, etc. All of the important



Above: The Ashton Pantera pre-conversion

electrical stuff has been modernized with Pantera electronics' stuff. At this point, most of the car has been reworked and rebuilt with the exception of the body, and that's where PI comes in.

PIM: What is your chassis number?

CA: #3427

PIM: What have you used your car for prior to the conversion?

CA: You know, plans don't always work out. I'm a big auto-cropper. I have been racing for over ten years now. I've seen a Pantera or two at an autocross over the years and I had big dreams of buying this Pantera and taking it racing. The amount of looks and interest I would get from the other competitors and spectators would be awesome. I had race tires in the garage before the Pantera was even delivered. But in the first week of ownership, I discovered that the rear inner wheel well was rusted through. By the time that was fixed, I learned that the motor would need some modifications to handle oiling during high G-loads and that the Pantera chassis would need some stiffening to avoid body cracks, decklid and hood shifting, etc.

I still haven't addressed all the issues, so it hasn't happened yet. For



Chris' girlfriend Jaime accepts top honors for their Pantera in 2008 at the Holiday Happening for Panteras event.



The pre-conversion Pantera incorporated most every update that a stock-body car can have such as 17 inch billet aluminum wheels, Group IV tail lamps and blacked out trim. Chris lusted for the wide-body look.

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Group IV - Chris Ashton - Continued

now, I have to be happy auto-crossing the Viper and Lotus. Poor me right?!

The Pantera hasn't seen any racing, but it has seen a huge number of shows, car cruises and nice Sunday drives. It always makes a great impression. The work that's being done right now is really going to knock it out of the park. I can't wait!

PIM: So your Pantera experience has had a few glitches since you bought her?

CA: There have been a few surprises along the way; The car arrived with a Holley carb that had seen better days, but that was an easy fix. There was the rusted inner wheel housing, and rusted floorboards caused by a leaky heater. Both of those were solved with a lot of manual labor and a bit of new metal.

My Dad got stranded at the end of the 55 freeway one day because the Mallory Unilite module failed. That was fixed with the addition of a noise filter and resistor. Not much when you think about it really.

PIM: The color of your car is partially what attracted you to her. What was the original color?

CA: The original color was copper. I don't know what the color was called. The ZZ-top shop repaint was close enough to the original color but had more red in it. This new color is a pearlescent paint that is red in the shadows, and a warm copper hue in the sun. It is kind of a mix between the two shades. I wanted to retain a similar look to the old paint, since I got so many compliments on it, but then have something new with a little more pop to it.

PIM: Why did you decide to convert to a Group 4 style? What was your inspiration or motivation? Had you seen other cars you wanted to emulate?

CA: All of the toughest looking Panteras are Group 4 cars. Cars like Laslo Antal's, Jan Taraszkiewicz's and Steve Hoff's. You can bet money that the Pantera poster I had on my wall as a kid was of no stock bodied Pantera. It goes all the way back to that. Little kids getting excited about the look of a car is the best compliment a guy could have because kids have no preconceived ideas or prejudices. They don't care if it's a Ford or a Lamborghini. They just like a car because it looks cool. It's the most instinctive feedback you're gonna' get.

PIM: Did you consider simply selling your car and buying a completed car?

CA: I never really considered buying a different car. A lot of the fun in owning a Pantera is doing the work yourself. I've learned so much over the years. I like to joke that everything done to the Pantera has to be done twice. Do it once to learn how to do it. Do it the second time to do it right. At this point I've invested so much time and effort, it would be a shame to trade it. :)

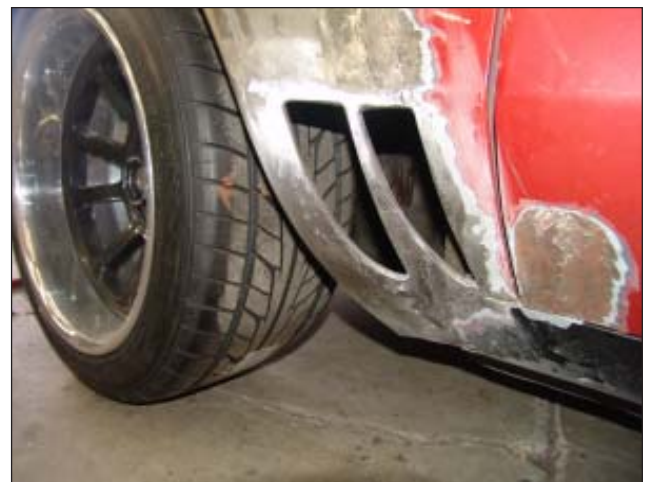
PIM: The original factory Gruppo IV cars had fiberglass fender blisters riveted on. Did you consider simply converting your car to that look?

CA: I like the look of the fiberglass fenders too. Rivets can look especially aggressive. Our Monster Miata has

Construction details



Above: The luscious Grp. IV fender arches are welded into place. **Below:** The side marker and relief vents have been cut.



Above: Close-up of the owner designed exhaust vents. **Below:** The original metal work showed rust and new steel was used in replacement.





Above: The rain gutters have been removed and smoothed out.
Below: Steel panels were shaped and welded-in the cowl.



Below: Very few shops in the Pantera industry have the capability to do metal work like this in-house. PI Motorsports, Inc. has a superb metal crafter, Josh Winderman on our staff that can do this precision type work. The fender flares fit the wheels and tires like a glove. Chris preferred using steel over the original fiberglass type the factory used on the real Grp IV.



Above: The door handles were removed and panels were crafted to fill in the void by Josh.
Below: Front view of the newly formed fenders. Note how body crease flows into the flares.



Below: The bumpers were removed and all holes were filled and smoothed.



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Group IV - Chris Ashton - Continued

glass flares with big stainless steel rivets. But I think the steel fenders look more factory-like. It makes the car look like it was designed that way. The glass fenders make me think of a modified race car, and that's just not the look I'm going for.

PIM: Were any sketches or renderings made or pre-planning done to create a specific result?

CA: Since I was going for a Group 4 look, there wasn't really a need to do any sketches. We already knew what the body was going to look like. With some of the smaller details though, I did do some Photoshop mock-ups to see what it might look like. I played around with different paint colors, different colored wheel centers and a few different configurations on the carbon fiber stripes.

PIM: Why did you select PI Motorsports to make these modifications?

CA: Jerry Sackett at PIM was the first experienced

Pantera guy that I ever talked to and PI Magazine was always impressive. Typically, Jaime and I do all the work on our own cars and we're not shy about taking on big tasks (like the Miata V8 conversion), but the body work and paint really require someone with great expertise. I very much trusted PI Motorsports to see the job through to my satisfaction. They've done this job before, so I was able to discuss it literally for years in advance with them.

PIM: Did you set a budget for the conversion?

CA: A wise man once told me that I shouldn't settle for something less because I couldn't afford it. Instead, I should find a way to make more money. I didn't set a budget. I set the goal, which were steel group 4 flares, new paint and new wheels and tires. PIM told me what the job would cost and from there it was a matter of saving up enough money to get the job done. And here we are. :)



The dramatic shape of the Group IV Pantera is now emerging as the bodywork is progressing. The shape of the fender blisters perfectly conforms to the wheels and tires, which during the construction phase is checked repeatedly for accuracy. The quality of the welding, fabrication and finish is show quality. Once all of the bodywork was completed, inspected and approved by Mr. Ashton, the Pantera was taken to the paint shop for a full stripping, preparation and paint spray. Chris was involved during all phases, making suggestions, changes and constantly inspecting for quality.



PIM: Were you satisfied with the metal work done on your car?

CA: The metal work was all done over at PIM. I was invited to come over several times per week, check the progress and give the guys feedback. This really helped make sure that we were all on the same page and that at the end of the day, I'd be a happy camper. It was a very cool process and I'm actually a little bummed that it's over. Maybe I need to find another project car.

PIM: What other work was performed besides the body modifications?

CA: Most of the work is body related, though we are taking care of some quirks here and there as well. I had previously installed remote door poppers with the intent of shaving the door handles. But I never figured out a good way to install a spring so that the

door would spring open enough for you to grab the inside of the door. The guys at PIM have seen it all, so I knew they'd be able to come up with a good solution.

PIM: The Pantera certainly looks aggressive and race-ready. Can we expect those wheels to turn in anger now?

CA: Maybe one day I'll get to track it. I'd like to, but I still gotta' go through the engine first. It is the next big task on the list. For now I'll be taking it to the local car shows and cruise nights, and driving it around town on the weekends. Maybe even to work every now and then if I'm feeling spunky.

PIM: Those wheels and tires really compliment the car nicely.

CA: I love the wheels and tires. They can make such an



The shape of the fenders and the vents blend perfectly. The bodywork and paint would please even the fussiest enthusiast.

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Group IV - Chris Ashton - Continued



The full-length stripes incorporate carbon fiber veneers. The choice of color is unusual and not seen before on a Pantera by this writer. The color works well and has turned out to be very intriguing.

impact on the look of a car. The fronts are 17 x 10" wheels with 255/40/17 Nitto 555's. The rears are 18 x 12's, with 305/35/18 Nitto 555R's (drag radials). They're awesome looking tires with stupid levels of grip. Should be fun.

PIM: What has been the biggest problem encountered so far?

CA: The wheels have been challenging. I bought a brand new set of custom Group 4 style aluminum wheels with rolled lips (from another vendor). I wanted the centers painted a dark, metallic grey and figured that a wheel repair shop would know all about painting wheels. I got on the internet and did a bunch of research. I found a place that was recommended. I took the wheels there and should have turned around immediately. The shop didn't inspire a lot of confidence, but I followed through with it. They were supposed to turn around the job in a few days but it took two weeks before they called and said they were done.

I went to pick them up, and they weren't ready. I waited in the parking lot for 45 minutes. When they brought them out I was horrified. They did a terrible job of masking the hoop of the wheel. The paint line was all over the place. It looked really bad. I felt like I had just ruined an extremely expensive set of wheels.

To their credit, the shop offered to take them back and repaint them. I waited three weeks this time, but at last they finally looked great. I then took them to PIM, and when the flares were fitted, it was obvious that the offset on the wheels would never work. Again, I thought it was over and I might have to buy another set of wheels, but Jerry suggested we have the wheel center's weld cut, shifted to change the offset, and re-welded. I didn't even know this kind of thing was possible, and considering the cost of new wheels, we had little to

loose.

The wheels came back with proper offsets but the machine they mount the wheels in wasn't kind on the paint and chipped a bunch off around the center hub. Small price to pay for saving an expensive set of wheels. So the wheels will need to be painted for a third time, all in an effort to do the job right.

PIM: There are a lot of unique touches to the coachwork you commissioned that are a radical departure from other '4 conversions we have seen.

CA: For the most part, I just wanted to smooth out the lines of the car. We removed the rear bumpers, emblems, side markers, front turn signals, door handles, antenna and windshield wipers and smoothed the holes. Even the drip railings above the doors have been removed and smoothed. Some of these things, such as the turn signals and side markers go back on the car in a different form. The turn signals have been relocated behind the front grill, and new, more attractive side markers are being mounted.

I'm always keeping my eyes open for cool ideas and borrow where I can. The front fender vents were added partway through the process. I kept looking at the vents on our Lotus, and thought something similar might look cool on the Pantera, as well as to perform a function (venting high air pressure from the front wheel wells at speed). We were able to sketch the vents out right on the bare metal fenders. The hood vents are done in the same style and the two work together really well to create an aggressive, but tasteful look.

PIM: The color is really striking and not one we have ever seen on a Pantera.

CA: The paint is a 2006 Mitsubishi Eclipse color called Sunset Pearlescent. I already had a carbon fiber hood, so we've added a carbon fiber rear deck lid as well. I



The dash was fitted with white-face gauges. The secondary gauge panel, switch gear, housings and graphics were all designed by Chris and Jaime. The seats fit the cabin well and are both attractive and supportive. The textiles selected are of the best quality.



Group IV - Chris Ashton - Continued



love the carbon fiber, but I don't want the black decklid to break up the silhouette of the car. That strong, arched back of the decklid is one of my favorite shapes on the whole car. So what we are doing is painting the hood and decklid, but leaving a wide section of exposed carbon fiber down the middle in the form of a racing stripe. It tapers from wide at the back, to skinnier at the front. It follows the natural lines of the car.

The stripe continues over the roof and down the front and back of the car with a carbon fiber veneer stripe.

PIM: We predict that the motor is going to get a shot of steroids soon.

CA: The motor and engine compartment will be the next big project. I don't know what I'm going to do yet. The plans change month to month. Everything from a traditional crate engine to a turbo-charged, fuel injected motor have been considered. Having spent a lot of money on the body work, I'll be back to saving up for a while, so I have time to think about it. But hey, the current 385 hp motor in a 3100lb. car is no slouch anyway. That's the same stats as my '01 Z06.

PIM: We can already imagine the cat-calls from purists who favor originality. What do you tell those that object to modifications and deviations?

CA: I totally respect other people's opinions and tastes, especially when it comes to cars. Variety is good. It makes the world go round. Hopefully they have a stocker in their garage that they're preserving.

PIM: Do you think the modifications you made will improve or decrease the value of your car? Is that a consideration for you in any event?

CA: For cars like my Viper, I consider how a modification will affect the value because I know that at some point, I'll likely sell it. But the Pantera is different. I can't imagine ever selling it and before I pulled the trigger on the fender flares, I kind of set that in stone. So I don't care what it does to the value. It's the one car that I get to build my way. With that said, from what I've seen, the highest valued Panteras are the

Above: The color chosen is from a Mitsubishi Eclipse and is called Sunset Pearlescent. The light falls on the body contours in such a way as to make them really stand out. All of the body lines have been sharpened up to create this effect. We believe the Pantera has an ideal stance and attitude. The overall appearance is tough, sexy and cool.

Below: The factory trim pieces have been coated in black finish. The large, ear muff air scoops are from PI Motorsports and they do their job well, namely gathering and pushing as much cool air as possible into the engine bay. Eventually, Chris intends to power-up his powertrain and is considering everything from Webers to dual quads or even old 'skool tri-power.



ones with serious mods anyway. You can look at Panteras on ebay, at PIM or at Barret Jackson and see that trend.

PIM: What is going on with the interior? That looks sweet as well.

CA: My girlfriend Jaime has done wonders in the interior already. She did all the upholstery work on the center console, door panels, seats and bulkhead cover. It was all done in synthetic materials.

We have Autometer brand gauges, a Momo steering wheel, LED lighting, roll bar, three point seat belts, etc. We designed our own center console, switches, even our own switch labels. We still need to recover the dash and put in a new headliner. I also saw an awesome set of Air Conditioning controls and vents at PIM that I'll probably spring for soon.

Below: This interesting secondary gauge cluster was designed by Chris and Jaime. The gauges face the driver. The array of switch gear with small metal gates, the shifter and shift boot are other products and designs of the talented couple.

Photo 1: Carbon fiber bumperettes, running lamps are hidden behind front mesh. Custom shaped hood vents are unique to this car.

Photo 2: Influenced by Formula 1, these compact outside rear view mirrors are rendered in a carbon fiber finish.

Photo 3: Group IV tail lamps are a real racing touch that goes back to the original racing Panteras. Note how the carbon fiber stripe wraps around the rear fascia and descends down beneath the rear condenser inlet.

Photo 4: At least for now, Chris has left his fluted exhaust tips in the stock position instead of going to 180 degree headers with a central position exhaust. By doing this, the owner has retained his cargo trunk and minimized heat and noise in the cabin.



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Group IV - Chris Ashton - Continued

PIM: OK, so now you have the baddest Pantera on the block. Any driving impressions you can share with us? Any improvement over stock?

CA: A lot better now actually. We were able to go with wider front tires which helps reduce the understeer. I was worried it would be really hard to turn at slow speeds because of the wider tires and increased offset, but it's no problem at all. It honestly feels the same cranking the steering wheel. The tires overall are also larger diameter which means I've got a bit more sidewall than I had previously so the ride is very smooth on the street. I'm very pleased!



Above: The air vents were custom shaped and fabricated and are a refreshing change from the GT5 type units from DeTomaso.



The carbon fiber twill has been trimmed with black paint on the edges.



With the addition of the wide wheels and tires, Chris reports that his car corners and handles handsomely. As a Group IV tribute, this Pantera looks fast by definition.



OK boys and girls, here is a special package price on our Heritage Campy-look wheels mated up with Kumho XS tires.

17 inch Campy look wheels but with higher definition CNC work.

Not available anywhere else. Accept no substitutes.

Polished to jeweler like quality, with new Kumho XS - Extreme Street tires.

Made from 6061-T6 forged aluminum with one piece aluminum spun outer rim.

Tire sizes: Front: 225-45-17 Rears: 315-35-17 Includes lug nuts and Isis emblem.

Strongly recommend purchasing the wheels and tires as a package. Not every tire facility can accurately mount and balance these rims and tires. Some shops will accidentally scratch or dent your new wheels. Why spend a morning in a tire shop when you can purchase our ready-to-go package.

Pricing: Pantera Platinum Customers Price: - \$3,295.00

(wheels and tires) Non-Member price: \$3,455.00



Reverse - Lock-Out Shift Gate

Billet aluminum construction with engraved numerals
Movable flap swings into place or out of the way to prevent accidental shifting into reverse. Highly polished. Includes screws.

Platinum Price: \$92.95 for the shift gate with lock out arm

Non-Member Price: \$99.95 for the shift gate with lock out arm

Lock-out arm alone:

Platinum Price: \$45.95 for the lock-out arm only

Non-Member Price: \$49.95 for the lock-out arm only



Pantera Custom
Car Covers with Isis
Logo embroiderey

Price without Isis logo

Pantera Platinum Customers Price: \$149.95

Non-member price: \$159.95

Premium car cover with Isis embroidered logo

Pantera Platinum Customers Price: \$189.95

Non-member price: \$199.95



Limited availability - Carello Red Tail Lights

We have uncovered a limited stash of original Carello tail lights. Sold as a pair. Still in the factory box. These are not the restored style. Complete with body and all wiring, nuts and bolts. Includes factory gasket. Marked "Carello 12385505 S". Red lenses. For the enthusiast who demands factory, original parts.

Platinum Price: \$475.95 per pair

Non-Member Price: \$499.95 per pair



BIG THROAT Mufflers

Big Throat Mufflers are now in production but with many new updates.

Stainless steel construction with precision welding. Flow-through design for reduced back pressure. Nasty bark that demands

attention and respect. Hand polished finish Correct fluted exhaust tips measuring 3

inches in diameter Inlet pipe:

2.5 inches Overall length: 25

inches Overall width: 9 inches.

Silencer length: 13.5" Exhaust tip length:

7 inches. Take advantage of modern design and engineering by switching over to these

precision and value-priced mufflers. They will make a difference.

Platinum Price: \$140.00 each

Non-Member Price: \$150.00 each

1040 North Batavia, Suite G
Orange, California 92867
Telephone: 714-744-1398
Website: www.pim.net
E-mail: sales@pim.net



Letters to the editor



Dear Editor,
It has been a whirlwind. I have driven, with pleasure, over 1800 miles since May. The car is fun, is beautiful eye candy, most people don't even know what it is :). I have installed a new electric fuel pump, battery, clutch slave and clutch. So it has had minimal down time. The paint is good and the interior needs a refresh. As stated I have a few items missing, the rear wing grills, lighter (there is a guy on ebay UK that has some with a logo but ???), no factory air cleaner, no spare rim. So not essential, but keeping my eyes open for those items to hopefully get a deal.
Denis Caron



1974 DeTomaso Pantera L - Owner: Mr. Donald Lima



Tom Tjaarda designed this electric car for possible production by DeTomaso in the seventies. DeTomaso certainly had a huge lead on modern automakers.



At the time of Alejandro DeTomaso's passing, DeTomaso Modena was showing this version of a mid-engine two seat sportscar. Hopefully, the next Pantera to be built by DeTomaso Automobili will offer more appealing styling and performance.

The Festival of Speed 2009 - Photos and report by Franz Krump - Austria



Ex Frank Williams DeTomaso F-1 Racecar

The "Festival Of Speed" in Goodwood this year was perfectly organized like every year. So many cars, from the old racing cars to the latest F1 and Le Mans cars, from old sportscars to the latest supercars, it is unbelievable. Most of these cars are not only presented on a static display, they were driven hard up to a nearby hill in several groups the whole day.

The main theme this year was 100 years of Audi, but for us the most interesting cars were two little red cars from Modena, the De Tomaso Tipo 505 and the Varelunga Fantuzzi Spider, also known as the Sport 1000.

The Tipo 505 was De Tomaso's 1970 F1 car, engineered by the legendary Gianpaolo Dallara, powered by a 3 Liter Cosworth V8 and the team manager was a young guy, named Frank Williams.

Only three cars of this type were built. This particular car was driven by Piers Courage in the South African GP and in the Spanish GP, where he had an accident during the qualifying. The damaged car was stored in the factory, from where Marcel Schaub of Switzerland bought it in 2004. In 2006 it was sold to England, where it was completely restored by Hall & Hall. At the FOS 2008 it was first presented to the public. This year it was there again and it was amazing to see the one and only surviving 1970 De Tomaso F1 car running under full speed.

An even bigger surprise for us, was to see the Varelunga Fantuzzi Spider roaring up the hill under its own power. It's such a small, pure sports racer and

what a surprise, it's road registered in England. It was built in 1966 on a Varelunga chassis and it is equipped with a 1 Liter BRM F2 engine. Retained by the factory until 2004, then it was sold to Ben Tyer, the owner of the QV500.com website. In 2007 it was sold to another English car collector and completely restored by DK Engineering. This year at the FOS it was presented to the public for the first time. It is now owned by a Canadian DeTomaso collector, Mr. Fred Phillips who also owns the one-off Mangusta Spyder.

They claimed 129 bhp at 9750 rpm for the Spider.



Mr. Fred Phillip's Fantuzzi Spider



Enough power for such a lightweight car to have fun. After the second run I asked the nearly 2 meter tall driver, one of the Cottingham brothers from DK Engineering, how it feels to drive such a small car. He reported only "very windy, but it makes so much fun". All the best,
Franz + Gerda Krump
 Austria



The DeTomaso Formula One is the ultimate vintage racer



We appreciate Franz and Gerda taking these detailed photos of the DeTomaso Formula 1 racing car. The restoration itself is spell-binding and at a high-profile event like the Festival of Speed, having a DeTomaso like this one is a feather in the marque's cap. The new owners of DeTomaso intend to draw attention to the DeTomaso racing heritage. This is one car that offers evidence that DeTomaso had a strong presence at the highest level of motorsports. If you have the good fortune to own a historic DeTomaso racer, please let us know and we will publish photos and information about it in future issues of this newsletter.



Uber-DeTomaso Enthusiasts Franz & Gerda Krump

The Festival of Speed 2009 - Photos and report by Franz Krump - Austria



Based upon a Varelunga chassis, the shape of the Spyder is still very appealing.



The Varelunga Fantuzzi Spyder was a real surprise to see at the event.
Owner: Mr. Fred Phillips of Canada

This '47 Mercury borrows on the Pantera mid-engine lay-out and ZF gearbox for inspiration

PIM Customer Mr. John Bowden sent photos of his 1947 Mercury convertible. This mid-engine hot rod has received a three inch top-chop. Note the side scoops from a 1969 Mustang. Scoops also cool the headers.

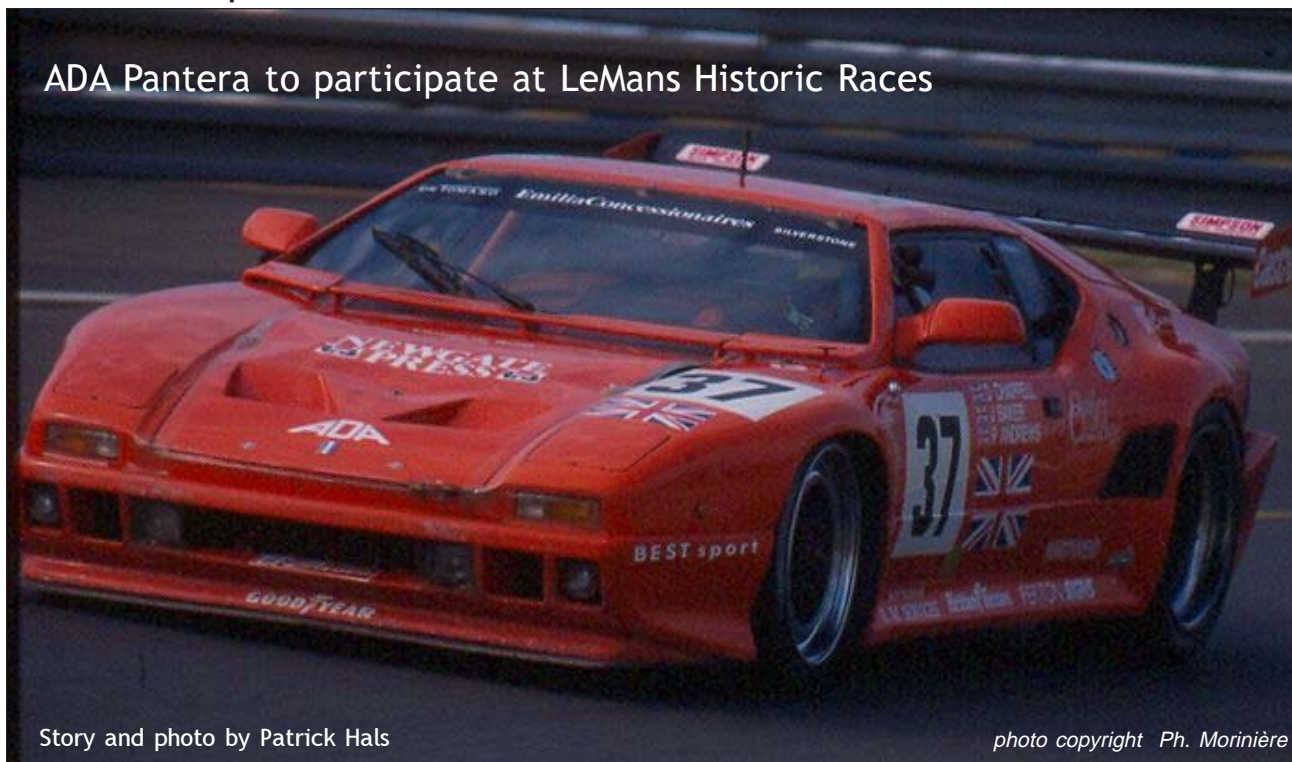


Above: The Pantera ZF is shown in the custom frame and mounts. The stock bell housing would not work for this application. Mr. Bowden custom-fabricated his own housing. The shifting rod can be seen on the left side of the gearbox. The engine is from a 1998 Ford Mustang GT. The displacement is 4.6 liters. Originally, Mr. Bowden fitted a Cleveland engine but decided to go with the later powerplant.

Below and right: The frame is a modified '47 Mercury unit with lots of bracing and holes drilled for lightening. The grafting of the chassis for the rear section to the front is seamless.



ADA Pantera to participate at LeMans Historic Races



Story and photo by Patrick Hals

photo copyright Ph. Morinière

Of the 43 examples of the Pantera Si ever built between 1990 and 1994, this was the only one that was ever turned into a racing car. It started life under VIN 9628, as a completely finished road car, (Rosso corsa, white leather) and was purchased by ADA Engineering in England to serve as their entry in the 1994 24 Hours of Le Mans. The car was originally purchased from De Tomaso just a few weeks before the race, and was extensively modified in the ADA workshop.

Entered in the GT1 class, the car qualified in 20th position overall, and 7th in class. The race was difficult, because the car lacked adequate testing. It suffered a lengthy pit stop to repair a damaged transmission in the middle of the race. It crossed the finish line 21st overall, but was not classified as a finisher by the ACO because it didn't complete a sufficient number of laps.

In 1995, it won the British Racing Drivers Club (BRDC) GT1 championship, and participated in the BPR series all over Europe, very often running at the front. It continued to race successfully (wearing yellow "Superpower"

livery) in 1996 and 1997, winning several races in the UK.

It was put into storage at the end of the 1997 season, sold to me in 2007 and now restored, and back on the track after 12 years of absence, in its original Le Mans 1994 livery. The car will make its comeback (carrying "historic" LM N° 37) in the GT1 category. I wish to thank everyone who has been helping me in achieving all this.

Patrick Hals



18 inch rims are from BBS with Michelin racing slicks.



The Pantera has been lightened extensively.



Front side-view of a stock Pantera Si

Recipe for performance

Engine : Custom built by John Christian in Michigan. Displacement 5.0 liters, very light engine, all alloy block and heads, EFI, Kinsler intake, PECTEL ECU, oil pre-heater, titanium valves, 10.5:1 compression rate (for European street gas with low-octane gas) alloy flywheel, ceramic coated exhaust. The top of the line engine is expected to develop 600 BHP +, 8000 RPM is possible.

- **Gearbox :** Quaife sequential 6 speed, Quaife magnesium gear lever, gear indicator, the box has been totally revized in May at the Quaife factory in the UK.

- Magnesium bellhousing, Tilton race clutch

- Nuts and bolts restoration, "rosso corsa" livery

- New race dashboard

- Penske gas shocks

- 4 sets of 18 " BBS 3 pieces centerlock wheels, with Michelin slick tyres

- Totally revized AP brakes

- All new bearings everywhere

- Totally revised front suspension from XR 15 Le Mans Jaguar and rear from Porsche "Le Mans" 962

Below: Photo taken during engine installation.

The race preparation and detailing are impeccable.





*Enjoying your Panteras
the way they are
supposed to be...
No trailer queens
for Tony Blevins*



We love the Daytona-inspired seats in Tony's Pantera. The huge flares wrap perfectly around the oversize wheels and tires. The deep front spoiler has pockets for air-inlet or fog lamps. The car sits very low and the graphics package add to the overall visual appeal. Instead of the usual delta style wing, Tony selected the Amerisport style wing.

I'm Tony Blevins and am a true gear-head. I've owned almost every manner of British iron over the years ranging from MGs to Triumphs to TVRs to Jaguars to BMC Mini Coopers. I like to tell people that I have a "soft spot in my heart for them" while others have often suggested that the soft spot is actually in my head. I've spent a lot of time and money trying to make my little British cars go faster... on a budget. The best advice I ever got (but summarily dismissed) was as a youngster in North Carolina, a wise old car guy told me "Son, speed costs money so exactly how fast is that you want to go?"

My '72 European spec Pantera (#4113), which I acquired last fall, is a completely different animal than the British roadsters that preceded it. Well, except for the familiar overheating but that's since been resolved and would be topic for a different and much longer conversation. Simply put, I don't try to make this car faster. Rather, I try to hang on and avoid seriously injuring myself!

This particular example is allegedly one of 8 legal '72 grey market imports that entered the USA under the watchful eye and ownership of a Ford executive in Detroit. My car has numerous differences vs. USA models including: Hi-compression engine, larger radiator, larger sway bars, fender flares, wider tires/rims, larger brakes, mouse-hair dash, roof mounted radio aerial, Euro lights, GTS script/striping, blacked out trim, 2 tone paint scheme and, of course, Italian gauges (e.g. Benzina instead of Fuel). I am the 3rd owner and it has covered 90K KM (- 55K miles) since new.

I use the car regularly and as it was designed and purposed. Meaning, I drive it hard and fast limited only by my desire to survive. I intend to both admire and enjoy it for a long time. Unlike Elvis, I will never, ever shoot it with a .38 calibre!

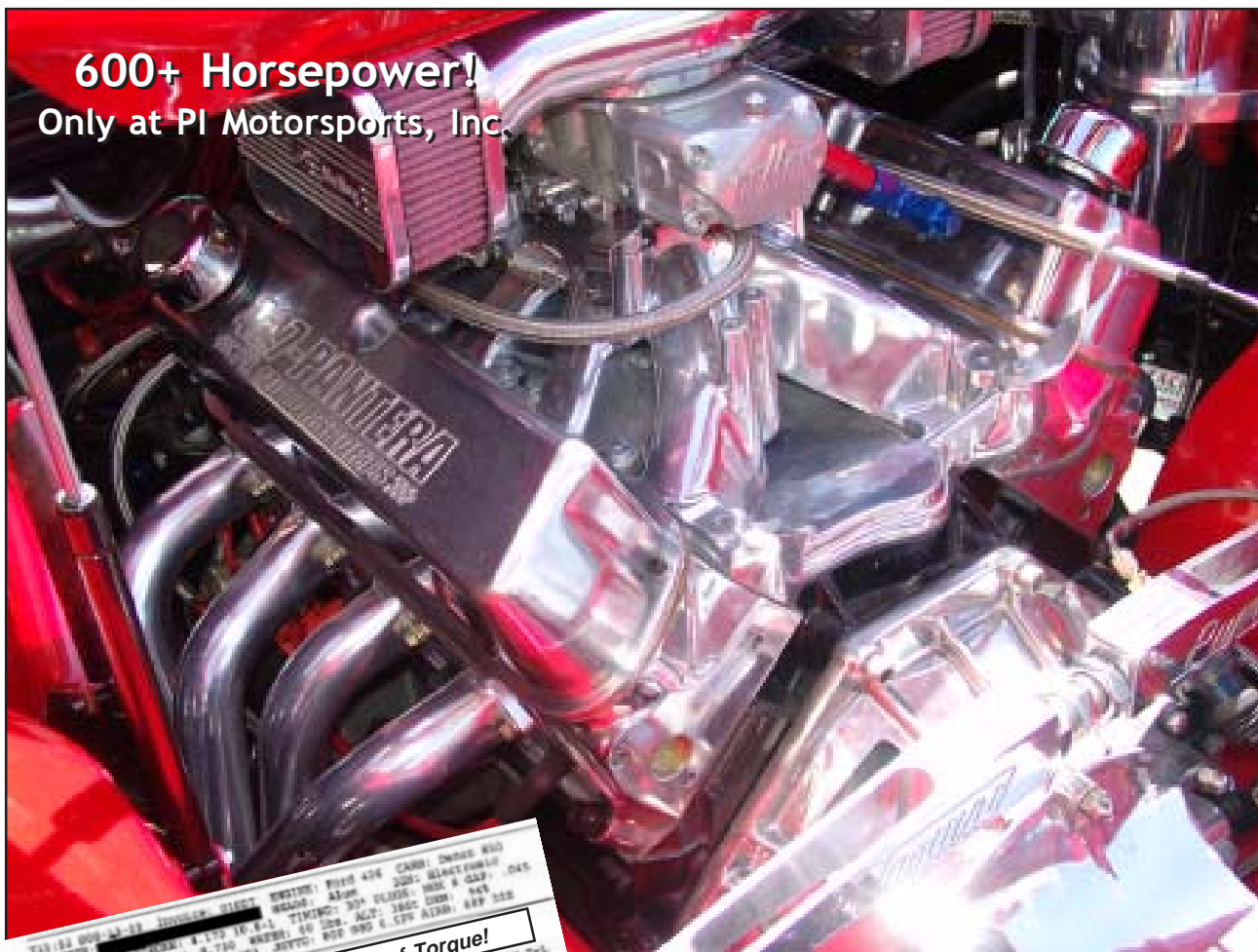


*DeTomaso Enthusiast
Tony Blevins*



Tony's girlfriend Mindy poses with the GTS

600+ Horsepower!
Only at PI Motorsports, Inc.



608 Horsepower - 585 Pounds of Torque!

Speed	C.M.P.	Chassis	Motor	Oil P	Oil S	Oil T	Oil B	Oil C	Oil D	Oil E	Oil F	Oil G	Oil H	Oil I	Oil J	Oil K	Oil L	Oil M	Oil N	Oil O	Oil P	Oil Q	Oil R	Oil S	Oil T	Oil U	Oil V	Oil W	Oil X	Oil Y	Oil Z	Oil AA	Oil AB	Oil AC	Oil AD	Oil AE	Oil AF	Oil AG	Oil AH	Oil AI	Oil AJ	Oil AK	Oil AL	Oil AM	Oil AN	Oil AO	Oil AP	Oil AQ	Oil AR	Oil AS	Oil AT	Oil AU	Oil AV	Oil AW	Oil AX	Oil AY	Oil AZ	Oil BA	Oil BB	Oil BC	Oil BD	Oil BE	Oil BF	Oil BG	Oil BH	Oil BI	Oil BJ	Oil BK	Oil BL	Oil BM	Oil BN	Oil BO	Oil BP	Oil BQ	Oil BR	Oil BS	Oil BT	Oil BU	Oil BV	Oil BW	Oil BX	Oil BY	Oil BZ	Oil CA	Oil CB	Oil CC	Oil CD	Oil CE	Oil CF	Oil CG	Oil CH	Oil CI	Oil CJ	Oil CK	Oil CL	Oil CM	Oil CN	Oil CO	Oil CP	Oil CQ	Oil CR	Oil CS	Oil CT	Oil CU	Oil CV	Oil CW	Oil CX	Oil CY	Oil CZ	Oil DA	Oil DB	Oil DC	Oil DD	Oil DE	Oil DF	Oil DG	Oil DH	Oil DI	Oil DJ	Oil DK	Oil DL	Oil DM	Oil DN	Oil DO	Oil DP	Oil DQ	Oil DR	Oil DS	Oil DT	Oil DU	Oil DV	Oil DW	Oil DX	Oil DY	Oil DZ	Oil EA	Oil EB	Oil EC	Oil ED	Oil EE	Oil EF	Oil EG	Oil EH	Oil EI	Oil EJ	Oil EK	Oil EL	Oil EM	Oil EN	Oil EO	Oil EP	Oil EQ	Oil ER	Oil ES	Oil ET	Oil EU	Oil EV	Oil EW	Oil EX	Oil EY	Oil EZ	Oil FA	Oil FB	Oil FC	Oil FD	Oil FE	Oil FF	Oil FG	Oil FH	Oil FI	Oil FJ	Oil FK	Oil FL	Oil FM	Oil FN	Oil FO	Oil FP	Oil FQ	Oil FR	Oil FS	Oil FT	Oil FU	Oil FV	Oil FW	Oil FX	Oil FY	Oil FZ	Oil GA	Oil GB	Oil GC	Oil GD	Oil GE	Oil GF	Oil GG	Oil GH	Oil GI	Oil GJ	Oil GK	Oil GL	Oil GM	Oil GN	Oil GO	Oil GP	Oil GQ	Oil GR	Oil GS	Oil GT	Oil GU	Oil GV	Oil GW	Oil GX	Oil GY	Oil GZ	Oil HA	Oil HB	Oil HC	Oil HD	Oil HE	Oil HF	Oil HG	Oil HH	Oil HI	Oil HJ	Oil HK	Oil HL	Oil HM	Oil HN	Oil HO	Oil HP	Oil HQ	Oil HR	Oil HS	Oil HT	Oil HU	Oil HV	Oil HW	Oil HX	Oil HY	Oil HZ	Oil IA	Oil IB	Oil IC	Oil ID	Oil IE	Oil IF	Oil IG	Oil IH	Oil II	Oil IJ	Oil IK	Oil IL	Oil IM	Oil IN	Oil IO	Oil IP	Oil IQ	Oil IR	Oil IS	Oil IT	Oil IU	Oil IV	Oil IW	Oil IX	Oil IY	Oil IZ	Oil JA	Oil JB	Oil JC	Oil JD	Oil JE	Oil JF	Oil JG	Oil JH	Oil JI	Oil JJ	Oil JK	Oil JL	Oil JM	Oil JN	Oil JO	Oil JP	Oil JQ	Oil JR	Oil JS	Oil JT	Oil JU	Oil JV	Oil JW	Oil JX	Oil JY	Oil JZ	Oil KA	Oil KB	Oil KC	Oil KD	Oil KE	Oil KF	Oil KG	Oil KH	Oil KI	Oil KJ	Oil KL	Oil KM	Oil KN	Oil KO	Oil KP	Oil KQ	Oil KR	Oil KS	Oil KT	Oil KU	Oil KV	Oil KW	Oil KX	Oil KY	Oil KZ	Oil LA	Oil LB	Oil LC	Oil LD	Oil LE	Oil LF	Oil LG	Oil LH	Oil LI	Oil LJ	Oil LK	Oil LL	Oil LM	Oil LN	Oil LO	Oil LP	Oil LQ	Oil LR	Oil LS	Oil LT	Oil LU	Oil LV	Oil LW	Oil LX	Oil LY	Oil LZ	Oil MA	Oil MB	Oil MC	Oil MD	Oil ME	Oil MF	Oil MG	Oil MH	Oil MI	Oil MJ	Oil MK	Oil ML	Oil MM	Oil MN	Oil MO	Oil MP	Oil MQ	Oil MR	Oil MS	Oil MT	Oil MU	Oil MV	Oil MW	Oil MX	Oil MY	Oil MZ	Oil NA	Oil NB	Oil NC	Oil ND	Oil NE	Oil NF	Oil NG	Oil NH	Oil NI	Oil NJ	Oil NK	Oil NL	Oil NM	Oil NN	Oil NO	Oil NP	Oil NQ	Oil NR	Oil NS	Oil NT	Oil NU	Oil NV	Oil NW	Oil NX	Oil NY	Oil NZ	Oil OA	Oil OB	Oil OC	Oil OD	Oil OE	Oil OF	Oil OG	Oil OH	Oil OI	Oil OJ	Oil OK	Oil OL	Oil OM	Oil ON	Oil OO	Oil OP	Oil OQ	Oil OR	Oil OS	Oil OT	Oil OU	Oil OV	Oil OW	Oil OX	Oil OY	Oil OZ	Oil PA	Oil PB	Oil PC	Oil PD	Oil PE	Oil PF	Oil PG	Oil PH	Oil PI	Oil PJ	Oil PK	Oil PL	Oil PM	Oil PN	Oil PO	Oil PP	Oil PQ	Oil PR	Oil PS	Oil PT	Oil PU	Oil PV	Oil PW	Oil PX	Oil PY	Oil PZ	Oil QA	Oil QB	Oil QC	Oil QD	Oil QE	Oil QF	Oil QG	Oil QH	Oil QI	Oil QJ	Oil QK	Oil QL	Oil QM	Oil QN	Oil QO	Oil QP	Oil QQ	Oil QR	Oil QS	Oil QT	Oil QU	Oil QV	Oil QW	Oil QX	Oil QY	Oil QZ	Oil RA	Oil RB	Oil RC	Oil RD	Oil RE	Oil RF	Oil RG	Oil RH	Oil RI	Oil RJ	Oil RK	Oil RL	Oil RM	Oil RN	Oil RO	Oil RP	Oil RQ	Oil RR	Oil RS	Oil RT	Oil RU	Oil RV	Oil RW	Oil RX	Oil RY	Oil RZ	Oil SA	Oil SB	Oil SC	Oil SD	Oil SE	Oil SF	Oil SG	Oil SH	Oil SI	Oil SJ	Oil SK	Oil SL	Oil SM	Oil SN	Oil SO	Oil SP	Oil SQ	Oil SR	Oil SS	Oil ST	Oil SU	Oil SV	Oil SW	Oil SX	Oil SY	Oil SZ	Oil TA	Oil TB	Oil TC	Oil TD	Oil TE	Oil TF	Oil TG	Oil TH	Oil TI	Oil TJ	Oil TK	Oil TL	Oil TM	Oil TN	Oil TO	Oil TP	Oil TQ	Oil TR	Oil TS	Oil TT	Oil TU	Oil TV	Oil TW	Oil TX	Oil TY	Oil TZ	Oil UA	Oil UB	Oil UC	Oil UD	Oil UE	Oil UF	Oil UG	Oil UH	Oil UI	Oil UJ	Oil UK	Oil UL	Oil UM	Oil UN	Oil UO	Oil UP	Oil UQ	Oil UR	Oil US	Oil UT	Oil UY	Oil UZ	Oil VA	Oil VB	Oil VC	Oil VD	Oil VE	Oil VF	Oil VG	Oil VH	Oil VI	Oil VJ	Oil VK	Oil VL	Oil VM	Oil VN	Oil VO	Oil VP	Oil VQ	Oil VR	Oil VS	Oil VT	Oil VU	Oil VV	Oil VW	Oil VX	Oil VY	Oil VZ	Oil WA	Oil WB	Oil WC	Oil WD	Oil WE	Oil WF	Oil WG	Oil WH	Oil WI	Oil WJ	Oil WK	Oil WL	Oil WM	Oil WN	Oil WO	Oil WP	Oil WQ	Oil WR	Oil WS	Oil WT	Oil WU	Oil WV	Oil WW	Oil WX	Oil WY	Oil WZ	Oil XA	Oil XB	Oil XC	Oil XD	Oil XE	Oil XF	Oil XG	Oil XH	Oil XI	Oil XJ	Oil XK	Oil XL	Oil XM	Oil XN	Oil XO	Oil XP	Oil XQ	Oil XR	Oil XS	Oil XT	Oil XU	Oil XV	Oil XW	Oil XX	Oil XY	Oil XZ	Oil YA	Oil YB	Oil YC	Oil YD	Oil YE	Oil YF	Oil YG	Oil YH	Oil YI	Oil YJ	Oil YK	Oil YL	Oil YM	Oil YN	Oil YO	Oil YP	Oil YQ	Oil YR	Oil YS	Oil YT	Oil YU	Oil YV	Oil YW	Oil YX	Oil YY	Oil YZ	Oil ZA	Oil ZB	Oil ZC	Oil ZD	Oil ZE	Oil ZF	Oil ZG	Oil ZH	Oil ZI	Oil ZJ	Oil ZK	Oil ZL	Oil ZM	Oil ZN	Oil ZO	Oil ZP	Oil ZQ	Oil ZR	Oil ZS	Oil ZT	Oil ZU	Oil ZV	Oil ZW	Oil ZX	Oil ZY	Oil ZZ
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For 2010, PI Motorsports, Inc. has turned up the wick on our legendary Hammer engine by increasing the horsepower to over 600 very physical and reliable horsepower. This is a street-engine that runs cool and idles at low RPM but when the owner puts the pedal to the metal, stay the hell out of the way.

The Hammer runs aluminum cylinder heads, an Edelbrock manifold and a Demon carburetor. All of the internal workings are brand new. This motor even carries a limited warranty. Better yet, the Hammer has been engineered just for the Pantera, not a generic front-engined Mustang or other automobile with totally different needs and requirements. One size does NOT fit all!

This engine will meet or exceed the demanding expectations of the enthusiast Pantera owner.

With dozens of these engines in service all over the planet, the Hammer has earned a reputation as being one tough customer with the ability to blow-off most of today's modern performance cars.

Based upon the 351 Windsor cylinder block, PI Motorsports, Inc. has developed this engine to a level that far exceeds the competition in terms of performance, reliability and value.

Starting at \$9,999.95 for Pantera Platinum Members and with no core charge, this 427 cubic inch engine can be purchased for less than the cost of our competitor's Cleveland build-up using premium parts. For more information, simply give us a call or drop us an email. *Friendly advice is always a telephone call away.*



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