

1972 DE TOMASO PANTERA COUPE CHASSIS NO. THPNMB02410

This early, early 1972 Pre-L version with chrome bumpers, a two-pod dash and a rare flat rear decklid finished in a rare, one year only factory red/orange paint, with a black interior. Same enthusiast owner the last 20 years. Power provided by a mid-mounted 351ci Cleveland V8 matched with better performing, early close-ratio transmission, both believed to be original to this car. Equipment Torque Thrust D wheels and performance radials, and original, 15" Campagnolo wheels, spare and removed parts and manuals included. A later model header, with original, quad-outlet exhaust system with Ansa tips, aftermarket alum. intake manifold, ribbed valve covers. A Deluxe Marti report is on order. This Pantera is in *overall very good, mainly original condition with much better than average unibody condition. The car starts and drives very well, with good power, quiet exhaust, solid brakes and easy shifting.*

Here are some details from a comprehensive inspection (available in PDF) by Mike Thomas, Pantera owner, restorer, and president of Panteras Northwest:

Underside/chassis: "In general, the underside of the car is in very good condition. No evidence of serious rust was found. Only two minor dents in the outer frame, one on each side, were noted and likely due to attempts to jack the car up from the wrong location. The rear crossmember which typically is in very rough shape due to jacking the car is clean and straight. There does not appear to be any outward rusting of any frame members front to rear. There is some minor rust through of the valence under the radiator as is typical of an early Pantera but the valence itself is very straight. There is the usual light transmission oil deposits on the bottom of the ZF transmission" .

Paint, trim, and body: Paint is very presentable and had a light polishing before the review. No serious blemishes were noted. The stainless trim, bumpers, mirrors, and badging are likewise in a very good, shiny condition. Sighting in the body lines of the car from the front, back and sides does not reveal any twisting or other evidence of accident damage to the structure. A magnet test around the lower half of the car did not reveal any significant body filler or Bondo. The rockers have been repainted at some point with some minor overrun to the body above the rockers rear of the doors. There is no bubbling through on any of the

rockers. The pinch welds along the bottom of the rockers are clean and straight, and no telltale rust came out of any of the rocker drain openings. The doors open a bit stiff but smooth, but otherwise open, close and latch as they should. The front and rear decklids open and close/latch smoothly and as expected. Weather seals around the doors and decklids are in good, supple condition. Body gags are consistent around the car. Many of the usual telltale cracks at the shoulders above the upper edge of the rear deck opening, around the taillights and other places do not appear to be in evidence. There is rubber trim around the front bumperettes but not the rear. All the glass is in good condition.

Interior: The interior appears to be original save for installation of an aftermarket stereo head unit with speakers in the doors. There is a good bit of the typical delamination of the dash covering above the heater box and in the pocket above the glove box, but the dash covering is otherwise in very good condition. The original seats show only three very small separations of the outer side bolster from the center section on the driver's seat bottom and back. This can be easily sewn back together by a competent upholstery shop. The passenger seat is in good condition.

Key areas to address: ● Headlights are non-operative: this may only be a relay or blown fuse Note from dealer: There is an apparent relay or wiring problem. Headlight "doors" open and close via 2 wires that can be contacted to battery terminals -switching wires closes the headlights. ● Steering rack bushing has failed: rack needs to be rebuilt and the outer right bushing replaced ● Engine run needs to be sorted and tuned: seemed to run a bit rough on start-up and the choke does not engage to hold idle on cold start. ● Radiator overflow tank needs to be repaired: rust at the bottom

Summary: "This appears to be a very solid car. The body structure top and bottom are very clean and straight with minimal evidence of rust. There has been minor modification for drivability to the engine and suspension. It does show wear and lack of functionality in the usual electrical, mechanical, and cosmetic areas for a 50-year-old Pantera that has been fairly-well cared for and driven. This car appears to be an excellent candidate for either light repairs to begin enjoying now or a full restoration. Early flat-deck pre-L Panteras such as this in solid

condition have become rarer than the later models sold under the Ford program".

A few highlights of the car:

** Offered from an enthusiast with 20 years of ownership.*

** Pacific NW car that has been carefully stored and maintained-The condition indicates this car has been in good hands since new.*

** Recent inspection in August, 2021 by an experienced Pantera inspector and restorer and Pantera club president. Mike Thomas. included to help the buyer evaluate the car from an expert's inspection notes. Inspection noted the car "presents very well and is detailed-out nicely."*

**This is an excellent example of the 'pre-L' Pantera*

** The original Factory Pantera 15" Campagnola wheels, intake manifold, painted valve covers and air cleaner. A pair of Pantera manuals are included.*

This rare Pantera is available to view and inspect at Giordano's Vintage Motors located in Carnation WA. Offered for sale at \$85,995.