


CLASSIC DRIVER



1971 De Tomaso Pantera

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|----------------|--------------------------------|-------------------|---|
| Lot sold | USD 0 GBP 0 (listed) | Lenkung | Links |
| Baujahr | 1971 | Zustand | Gebraucht |
| Kilometerstand | 92 000 mi / 148 060 km | Standort |  |
| Getriebe | Schaltgetriebe | Außenfarbe | Sonstige |
| Chassisnummer | THPNLJ02105 | Automobiltyp | Sonstige |
| Losnummer | 251 | Motornummer | 01118 |
| | | Markenfarbe außen | Spring Orange |

Beschreibung

Designed by Tom Tjaarda, and built by Ghia, the Pantera was launched in 1970 and subsequently updated in 1973 to the Pantera L (Lusso). The early pre-L cars are identifiable by a lower ride height, slender bumpers and narrow body. Very original, matching number example owned by our vendor for the last 10 years. Chassis #2105 is one of only 188 finished in Spring Orange (Arancione a Molla). Powered by the legendary 5.7-litre 351 Cleveland HO engine, fitted to only the earliest models. Reputed to have in excess of 360bhp and even by today's standards this is still a very quick car. Recent works include an updated cooling system/fan upgrade, carburettor overhaul, new shocks and springs, suspension bushes and ball joints, brake overhaul with new callipers and a set of the factory-correct Michelin XWX tyres. Having only had minor restoration work over the years means that this particular example is nicely patinated and absolutely stunning. You can now book a one-to-one appointment (up to one hour) to view this lot at our central location of Stoneleigh Park (CV8 2LG) Monday to Friday, from Thursday 29th October until Thursday 12th November (inclusive). Please contact Joe Watts on 07779 082707 / joe@silverstoneauctions.com to secure your appointment or to discuss the car in more detail. The health & safety of both our customers and team remain the utmost priority, we are therefore operating to strict COVID-19 guidelines and full instructions for arrival and

inspection protocols will be given when making your appointment. Having established himself as a serious automobile manufacturer with the Mangusta Coup, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. Dallara opted for unitary construction for the steel chassis/body - abandoning the Mangusta's backbone frame. Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V8 power. Mated to a ZF all-synchro five-speed transaxle, the 351ci (5.8-litre) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-60mph sprint in a little over 5 seconds and touch 170 mph flat out. Styled by Tom Tjaarda at Carrozzeria Ghia, the stunning coup body was in fact built by Vignale, both companies being part of De Tomaso's empire in the early 1970s. De Tomaso's longstanding relationship with the Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the USA. Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s having undergone numerous evolutions and production of the world longest-running supercar finally ceased in 1993. The car presented here is a 1971 Pantera, built in the latter part of that year, and referred to as a narrow body, flat-deck Pre-L model. Fitted with the bullet-proof Cleveland '351 HO. V8 enabling 170 mph in 1971, the Pantera was truly a supercar. The car was supplied new to Italy before being imported into the US in 1972. It was delivered to the state of Oregon, where it was registered '557 FVR' and spent its entire life there, where our vendor understands it was owned by a doctor who used to carry out his house calls in the car! In the late 1990s, the owner sadly died, the car dry stored, and subsequently purchased in an estate sale by our vendor in 2012, prior to being shipped to the UK. It was fully inspected (found to be rust-free) and re-commissioned, by AV Classic Cars Ltd. in Bedfordshire which took just under 12 months to complete. From our vendor: "The chassis and floors were found to be utterly original, never welded and rust-free. They were stripped and cleaned, then undersealed during the commissioning by AV Classic Cars. The previous old underseal was flaking quite badly in some areas, but when stripped off the metal work was fine." In all costing c15,000, the work included all new brakes, suspension all renewed/rebushed, a new Halls water pump, an upgraded thermostat, a larger (custom-made) radiator with twin Kenlowe fans, a rebuild of the carburettor and clutch cylinder, bodywork stripped and repainted Spring Orange, window rubbers replaced and the bumperettes/trim all powder-coated in satin black. The car was also fully serviced and rolling road set up. With their clean, sharp lines, and strong powertrains, the Pre-L Panteras are considered the most desirable of the series. If you are looking for an early Pantera in great condition, you should give #02105 some serious consideration. 1971 De Tomaso Pantera (Pre-L) <https://youtu.be/NvwN45NvOicfalse>

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<https://www.classicdriver.com/de/car/de-tomaso/pantera/1971/791882>

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