
1972 De Tomaso Pantera 'Pre-L'

Lot sold	USD 75 537 - 89 026 GBP 56 000 - 66 000 (listed)	Drive	LHD
Year of manufacture	1972	Interior colour	Black
Gearbox	Manual	Condition	Used
Chassis number	THPNML04355	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	506	Car type	Other
		Engine number	03321
		Exterior brand colour	Grabber Blue
		Interior brand colour	Black

Description

Guide price: £56000 - £66000. <p>A classic mix of Italian style and American muscle restored to a very high standard...</p>Built in 1972, one of the final pre-Federal bumper Panteras, known as the 'Pre-L'Imported into New Zealand from California and restored between 1995 and 2013Acid-dipped shell resprayed in original Grabber Blue and refurbished Campagnolo wheelsThe Ford 5.8ltr V8 Cleveland engine, gearbox and the ZF transaxle were rebuiltThe car featured on the front page of a New Zealand Classic Car Magazine in 2016Presented to auction with a UK V5C, 82,000 miles on the odometer, and an MOT until October 2018<p>De Tomaso's replacement for their successful Mangusta in 1971 was the avant-garde and stylish Pantera. Retaining the best of the ingredients from the Mangusta, including the mid-mounted 300 horsepower Ford 351 cubic inch V8 Cleveland engine, five-speed ZF transaxle and dramatic styling, the Pantera also added monocoque construction into the mix.</p><p>The cars sold well, with production running from 1971 through to the early 90s with various derivatives emerging from the factory, although it is the early cars that have that certain purity of line ensuring that they remain the most attractive and collectable.</p><p>Stricter regulations introduced in the

United States relating to crash-impact bumpers saw hideously large rubber bumpers being bolted on to all imported European cars, in almost all cases ruining the lines. Happily, this left-hand drive Pantera was built before the regulations were enforced and looks all the better for it.

Found in California in a sorry state in the mid-1990s by classic car collector Chris Wilson of New Zealand, the car was gradually restored to an impressive standard for most of the ensuing decade. After an extensive search for the best metal-shop, Matama Panelworks were contracted to carefully disassemble the car and acid-dip the shell. After some minor correction to the metal work, the car was re-sprayed in its original colour of Grabber Blue. The engine was stripped, the cylinders were honed, a 650 Cfm dual-feed Holley carburettor was fitted along with custom Hall big-bore exhaust headers, and the engine was balanced to ensure smooth running at peak revs, before finally being mated to the rebuilt manual five-speed gearbox.

The ZF transaxle was stripped and found to be in great order, requiring only gaskets and seals before reassembly. The suspension was fitted with new bushes and QA1 adjustable shock absorbers. The original dashboard and instruments were cleaned and polished and re-fitted. The vinyl seat coverings were replaced with leather, as were the door cards. Refurbished, period-correct, Campagnolo alloys were finally fitted, and the car presents today in absolutely superb order. To this consignor's eye, a Pantera purist may wish to re-attach the chrome bumper strips but the lines remain very clean without them. The car featured on the front cover, and in a multi-page write-up, in Issue 278 of New Zealand Classic Car Magazine in 2016, and the link below details the car's story and the photographs show the incredible depth of this superb restoration.

Presented to auction with an odometer reading of 82,000 miles, largely immaterial in such a well-restored example, the car has a UK V5C under registration number JKH 613L and an MOT valid until October 2019. With the Pantera's contemporaries, the Countach and Ferrari 365 BB currently achieving huge sums, this car offers exotic Italian styling with true American grunt at a fraction of the price. The car is available for pre-sale viewing in Northampton.

The Pantera is offered with an extensive list of original and new parts that include a rear boot tub, front and rear bumpers, four new Toyo Tires (front and rear), and some fifteen boxes containing other parts. A full list is available.

To read the car's restoration story as featured in New Zealand Classic Car Magazine in 2016, please click on this link:
<http://www.themotorhood.com/themotorhood/2016/3/23/blue-panther>

A special thank you and photocredit to Motorhood/New Zealand Classic Car Magazine.

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