

For Sale: 1972 De Tomaso Pantera - 3-Owner, Highly Modified

For Sale: 1972 De Tomaso Pantera – Professionally Restored, Highly Modified, Legendary Provenance

Chassis #3855 | Boise, ID

The time has come to pass on my extensively modified and professionally restored **1972 De Tomaso Pantera** to its next caretaker. This has been a personal passion project, a labor of love, but life and family now call for a new chapter.

This Pantera was previously owned for 25 years by **Chris Darling**, a respected figure in the De Tomaso community. The car has a known history, and I have **comprehensive documentation and photos** covering every phase of its build, restoration, and upgrades.

In **2023**, Chris suffered a **massive heart attack** while leaving a car meet, resulting in a **low-speed impact into a tree** in a parking lot. The Pantera sustained **only front-end sheetmetal damage**. Due to his uncertain recovery from emergency open-heart surgery, Chris accepted a significant insurance payout. The car was branded salvage—a decision he now regrets. Fortunately, Chris made a full recovery and is **available to speak with prospective buyers** to verify the car's history and condition.

I had the Pantera **professionally restored by Golden Restorations in Ukiah, California**, with no corners cut. The shop can **confirm the full scope of restoration work** upon request. The result is a Pantera that blends vintage Italian styling with modern performance, balance, and reliability—built to be driven, shown, and admired.

Key Highlights & Modifications

Engine & Drivetrain

- **Russ Fulp-built 393ci Cleveland stroker** – 518 HP / 508 lb-ft torque (balanced & blueprinted)
- C302-B Ford Racing aluminum heads, forged internals, Crane “Fat Boy” roller rockers
- Pro Systems 750 CFM carb with 1" Trick Flow phenolic spacer
- Dan Lemons custom 180° titanium-coated headers & Borla stainless racing mufflers
- RBT built ZF 5-speed transaxle, with retrofit Euro Ring gear, & McLeod twin-disc clutch
- Electromotive crank-triggered ignition, Promaster 9504 gear reduction starter

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- Custom stainless/braided fuel and oil lines, Aeroquip electric fuel pump, Jiffy-tite quick connectors

Cooling, Suspension & Brakes

- 2.75" Wizard Cooling radiator with twin SPAL pull fans
- QA1 12-way adjustable coilovers (250 lb front / 450 lb rear)
- 1" sway bars with spherical joints, adjustable upper and lower A-arms
- Rebuilt rack & pinion with bronze bushings
- Wilwood master cylinder, aluminum calipers, 13" vented rotors
- Stainless braided brake lines

Interior & Electrical

- Carbon fiber dash, door panels, and center console
- BRAUM racing seats with 5-point camlock harnesses
- Momo steering wheel, custom De Tomaso Auto Meter gauges
- Boston Acoustics 6" speakers with tweeters
- Four-point roll cage & upgraded fuse panel

Exterior & Weight Reduction

- Carbon fiber front trunk, side scoops, and rear sail panels
- Smoothed & painted engine bay with stainless firewall and tank shields
- Custom dual-intake air cleaner, billet oil thermostat, relocated battery
- Two-stage **PPG Jaguar British Racing Green** paint (1972 spec)
- Weighs approx. **2,800 lbs** for excellent power-to-weight balance

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Documentation

- Full Photo/video Gallery: [Click Here](#)
 - Golden Restorations is available to confirm the scope and quality of the restoration work.
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Summary

This is not a typical Pantera. It's a rare opportunity to own a well-known, meticulously rebuilt, and extensively upgraded machine—built to drive hard, show proudly, and stir conversation wherever it goes.

Located in **Boise, Idaho**, with **nationwide enclosed shipping available**.

✓ **Chris Darling is available to speak with serious buyers** to verify the backstory.

✓ **Golden Restorations** can confirm the restoration scope and quality.

 Serious inquiries only. **Partial trades may be considered**