



news

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Minutes of Meeting 28 September, 2000

The meeting was called to order at 8:01 by president Dave Crego. All officers were present except for Sharon Renshaw, but Howard was present to represent the club library. There were six Panteras in the parking lot and a further 24 Panteras inside the restaurant, in the form of the new Mattel 1/18th scale models, freshly arrived in the PCNC store. 33 people signed the roster.

New Members/Guests: There were no new members present, but one guest—**Julie Nakamatsu**, Mike Drew's long-suffering girlfriend, who has been on many PCNC driving events but had never come to a meeting.

Another new member of the club is the '73 Pantera purchased by Eric Claussen. Eric had at-

tended his first meeting last month, and a few days later, he purchased the red Pantera belonging to Yngve Erikssen in San Francisco. Eric plans to restore the car to its former glory.

Changes To Last Month's Minutes: Much to Dave Crego's disappointment, there were no changes to note to the minutes. However, Eddie Pavlu disputed Russ Britschgi's assertion that he'd been a member for three years, as he has been a member for over 11 years. Also, Anita Kuehne's e-mail address has changed; the new address appears on the masthead.

Club Library Report: Although Sharon was absent, Howard reported that the entire contents of the PCNC library could be found in the trunk of his car. No word on whether anybody took advantage of it, but new members and new owners are encouraged to check it out!

Club Treasury Report: Anita reported that our treasury is still healthy, and we have not yet concluded our negotiations with the owners of the hotel for next year's Monterey event. A deposit will have been made by the time this newsletter is published.

Club Store Report: Bill was pleased to announce the arrival of the phenomenal 1/18th scale metal Pantera models (covered in depth in a previous issue of this newsletter.) Bill made a volume purchase from Jim Demick and managed to sell 20 of them at the meeting to eager buyers, some of whom had already purchased one, but wanted a second one to keep in the box. Bill still has some left and will be ordering more. If you haven't purchased yours yet, you really owe it to yourself to give Bill a call. He's selling them for only \$25, which is considerably less than you'd pay in a toy store, if you could even find them. These are a very limited-edition model, and once the supply dries up, there will be no more made.

Bill also had a new order of the single-color t-shirts in ash, white and black for a mere \$12, which Jack DeRyke pointed out made them about as inexpensive as shop rags! Bill's old supplier went out of business, and he was forced to take our business to a new vendor, who fortunately is proving to be very cooperative.

Bill also reiterated his plea for a replacement to step forward and take over some or all of the duties of Club Store manager. Bill has done a bang-up job for going on 13 years now, but it's time somebody else took the helm. It's a fun and rewarding job with a host of benefits; anybody interested is encouraged to contact Bill for more information.

Club Business:

Elections Nomination Committee: Russ Britschgi made the mistake of failing to attend a PCNC board meeting, so he was volunteered to be the head of the election nomination committee. Russ is looking for two members to join him on the committee, whose function is to seek out candidates for the open board positions for next year, and to oversee the election. If you're interested in helping out (the job requires minimal work), please contact Russ.

Past Events:

Silver State Race: We were fortunate to have two veterans of the most recent Silver State race in our presence. John Bentley drove his car to the meeting, still festooned with decals and

stickers from the race. His was an uneventful run, although he was disappointed that his motor wasn't able to generate the type of power necessary for the Big Speed. So he's purchased two 351C blocks and a set of Aussie heads, and his winter project will be to build a monster stroker for the next race. In appreciation for towing Dennis Antenucci's Pantera all the way back to his temporary home in L.A., and for allowing Curt Toumanian to borrow a set of wheel tie-downs for the rest of his life, at the meeting John was presented with a \$100 gift certificate to Pantera Parts Connection, courtesy of Larry Stock and Curt Toumanian.

Elliot Kushner ran the event for the first time, and he reported that he had an absolute blast. However, his engine wasn't up to snuff and he found he couldn't get his car over 135 mph. His car was running so lean that the heat from the exhaust actually melted both his taillights! He recommends that everybody try it at least once, and once he dials in his carburetor, he's going back!

Of the 11 Panteras entered, 10 finished; PCNC member and POCA president Dennis Antenucci suffered an engine meltdown 17 miles into the race, followed by an engine fire. However, his on-board fire suppression system did the job and the fire went out immediately, with absolutely zero damage to the car. A post-mortem on the engine is currently underway.

Chuck Melton mentioned that the Chevy Impala SS squad was 0-for-4 at the event, due to four transmission meltdowns. Apparently this is a built-in engineering "feature" that GM thoughtfully provided to Impala SS owners—at speeds over 125 mph, the transmission oil flow is cut off to the torque converter, ostensibly for "flow efficiency." The transmission blows up shortly thereafter! This is a good thing to keep in mind if you happen to be trying to outrun a Chevy police car!

Fun Ford Sunday: Steve Liebenow reported that there were zero DeTomasos this year, but the event was still a great success with over 500 Ford-powered cars present, including many Falcons (the featured marque.) He hopes to organize a DeTomaso presence for next year.

Upcoming Events:

Marin/Sonoma Fun Run — 28 October: Martin Mitchell is organizing a comprehensive one-day driving event north of the Golden Gate Bridge. The crowd will meet at the Hwy 1 exit off Hwy 101 in Marin County, then enjoy an incredible drive along Hwy 1. After brunch at Point Reyes Station, the run will continue to the 19th century outpost of Fort Ross, then turn inland for some incredible driving on deserted two-lane roads. After a stop at the Rouge et Noir cheese factory, the run will end with a dinner in San Anselmo. This will be an outstanding opportunity to exercise your car (DeTomaso or otherwise) and enjoy some fine California history and culture. Please RSVP to Martin so he can plan appropriately.

Moonstone Beach/Cambria Run — 3-5 November: Pantera International is again sponsoring an event in central California, headquartered at the Moonstone Inn, a luxury hotel owned by PCNC member Ray Reynolds. The event is fairly restrictive, in that only DeTomaso cars are welcome, but the drivers do not have to be PI members. Look for a flyer in the next POCA newsletter.

PCNC Christmas Party — 9 December: Diane announced that the menu options have been finalized for the Christmas party. The entrees and prices can be found in the flyer elsewhere in this newsletter.

Super Bowl Party — Super Bowl Sunday: Brian Bernard will again host the club at his spectacular home in Saratoga for our now-legendary Super Bowl party. Watch for a flyer in an upcoming newsletter.

PCNC Las Vegas Track Event: Bill Santos reported that progress on the track event for next year has been slow. Negotiations with the Las Vegas speedway have been somewhat difficult, with many hidden costs—we are required to have porta-potties and will be charged for each one, for example. The track requires a mandatory insurance policy which would add between \$3000 to \$5,000 to the cost of the event! Bill and Anita are continuing their negotiations to see if insurance can be had at a more reasonable cost. At this point, the future of the event itself may be in doubt unless massive sponsorship support materializes.

News, Clues and Rumors:

Chrome Campys?: Byron Hight showed off a beautiful factory 10-inch Campy wheel, glowing with a bright chrome-like finish. He actually powdercoated the wheel himself with a kit purchased from Eastwood, with spectacular results. The wheel first got a coating of grey, and then a top coat which rendered a chrome-like appearance. He called it a nice “five foot” chrome job! When asked how Ms. Hight responded to the presence of a smelly Campy in her oven, Byron reported that he had purchased a dedicated ‘garage oven’ to prevent any conflicts!

Panteras For Sale: Eric Rosenquist has a blue ‘72 Pantera for sale. Larry Stock has replaced a dented fender and installed a new engine; the car is ready for paint and the asking price is \$20K. Larry said he could have the car painted and finished however the buyer wanted, priced accordingly. Ken Levin’s black ‘73 is still for sale as well.

Radiator For Sale: Ben Rich had a spare stock radiator completely overhauled and re-cored, and Chuck Melton has it for sale.

Gotta Love POCA! Mike Drew reported that his extended stay in Dallas has been made much more pleasant thanks to the infinite generosity of a POCA member. Gray Gregory from Houston felt sorry for him since he’s stuck out there with no wheels, and simply let him *borrow* his 1980 Ferrari 308 GTSi for the duration of his stay! Mike reported that the Ferrari is a nice car, more comfortable and better thought-out than a Pantera, but considerably slower and lacking that exotic “feel” one finds behind the wheel of a Pantera.

Raffle Results: Larry once again passed the hat, with the following results:

Coco’s Pie — Russ Britschgi

Mattel 1/18th Pantera model — John Bentley

Dirk Ault Pantera poster — Joe Koch, Judy DeRyke (twice!), Diane Dean

Exoticar magazine — Howard Renshaw

The meeting adjourned to the parking lot at 9:20.

Nominating Committee Report To Date

Judy DeRyke, Ken Levin & Russ Britschgi

Your Nominating Committee has been working hard at twisting arms and rounding up candidates to do the day-to-day tasks of running your club. To date we have at least one candidate for each of the elected offices. We are still trying to get a "yes" from a nominee who is willing to take over all or part of the club store. This position is not an elected office, but is one of the appointed positions that is made by the elected officers at their January meeting.

The current officers and appointees are listed on the cover of this newsletter. The President, Vice-President, Secretary, Treasurer and Membership Coordinator comprise the Board of directors and are elected by the general membership. The remaining positions are appointed by the Board.

The current President will assume the office of Vice-President when a new President is elected as stated in the by-laws. This year Steve Liebenow has agreed to run for the office of President. The current Secretary, Treasurer and Membership Coordinator have agreed to run for those offices again.

The Nominating Committee also has the responsibility to bring to the Board, in time for its January meeting, a list of candidates willing to serve in the various appointed positions. Most of the current appointees have agreed to serve for another year if so appointed by the Board. However, two positions are to experience a change in 2001. Chuck Melton wishes to relinquish the job of Motorsports Coordinator, though he has talked Charlie Puckett into volunteering if so appointed. Chuck said he would be willing to relay any information on motorsports at any meeting which Charlie is unable to attend.

This leaves only the position of Store Manager without a volunteer. Since this is a fairly time consuming job, the Committee and Bill Santos think that it would be easiest to divide the duties of the Store Manager in half. At this time the Committee is looking for a person to take care of the sales portion of the store, and Bill is willing to still handle the purchasing and product selection part. The Committee is in the process of talking with a couple of people about handling the sales side, but as of yet does not have a firm "yes".

While the Committee is focusing on getting someone lined up for this last position, it does not mean you cannot put in your recommendations for any of the jobs. If you want to serve as either an elected officer or an appointee, please contact one of the Committee members. The club needs your help. Perhaps you even know of someone who is interested but is too shy to jump up and say, "I can do that." If you know of such a person, please give us this or her name. The Committee will contact them and let them know the duties of the job.

It's your club, and it's time for you to help in some way.

Membership News

This Month's New Members:

What this? No new members this month? Well, that's the way it looks.

October Membership Anniversaries:

We congratulate the following persons for the indicated years of continuous membership in the Pantera Club of Northern California:

Larry & Shari Stock: 15 years

Nancy Haney: 9 years

Terry Aultman: 5 years

Gary & Mary Ann Kono: 4 years

Dennis & Erik Garbacik: 3 years

Doreen Lewis & John Sloate: 1 year

HELP WANTED!

The Pantera Club of Northern California is looking for a motivated self-starter to immediately fill a vacancy in the demanding position of PCNC Club Store Chairman. Come express your creativity and join the team that has helped build PCNC into the largest and strongest chapter in POCA!

Requirements for the job include the ability to work with potential suppliers and customers, basic accounting and inventory skills, and of course the creativity and desire to produce new products.

Benefits: Unlimited access to PCNC store merchandise, adulation by all PCNC and POCA members, the ability to express your DeTomaso creativity with PCNC funding, and of course the satisfaction of seeing your creativity appreciated by Pantera owners worldwide as they proudly use and wear the products you helped design.

Salary: Zero. Hey, this is a club, what do you expect? But on the other hand, *somebody* has to serve as the model and beta tester for prototype PCNC merchandise....

Existing store manager Bill Santos will be glad to offer an internship and guide the new manager until he/she is fully comfortable with the job, and then Bill will continue as an assistant/consultant if desired.

Interested parties should contact Bill at (408) 732-6468 immediately, if not sooner!

Pantera Performance Center's Fuel Injection System

by Kirby Shrader
Dallas, TX

I've lusted after one of Pantera Performance Center's Weber manifold based EFI systems for over 10 years. When Dennis Quella sent me a nice color photograph of the two systems while I was living in Aberdeen, Scotland and driving my right-hand-drive Pantera many years ago, my first reaction was "Gotta get me one of them things!" But the system isn't cheap, and I put it off for years. For the same reason I put off buying a Pantera for so long...

Dennis sells two setups. One is the 'tall' system and the other is a 'low profile' system which will fit under your existing engine cover, the latter being about \$1000 more expensive if I remember right... Not sure why and have never asked Dennis, although he did say the tall system performs better. If ya' need to know, call Dennis at (303) 660-9897.

Anyway, when Mark Obermeir's heirs were offering his extensive collection of parts and cars for sale, I noticed the EFI system immediately and called them. It was still available, but I found out that it had a high port manifold on it and it wouldn't fit my heads. And blowing the budget already certainly didn't allow for a nice set of aluminum heads... Maybe after I retire...HAH!

So, after several calls to Dennis and after some negotiating with the seller, I ended up with one of the tall PPC EFI setups complete with DeTomaso symbol-embazoned aluminum air cleaners sitting in my garage. I packed up the manifold and throttle body assembly separately and sent it back to PPC where Dennis swapped it over to a manifold that would fit my heads. All of the throttle bodies and manifold were ported to match up, a special request item was added (a fuel pressure gauge as part of the fuel rail) and the assembly returned to me.

The system came complete with manifold, throttle bodies, air cleaners, fuel pump, fuel filter, fuel lines, Haltech ECU and wiring harness, all the various sensors, throttle cable, Haltech manual with PPC's added installation instructions, an emergency fuel cut off switch, etc. I spent quite a few nights reading the manual and laying out the harness just trying to plan my approach to installing the system. Dave Aument has a similar system and engine, and he was kind enough to e-mail me his F9 map file for my initial startup and give me some pointers. I also now believe that the startup map that PPC has shown in the manual gives you as a starting point which would for sure get

you going, but would most likely be way rich across the board.

Anyway, after the silly hassles I had, I'm in awe of Dave Aument putting one of these on a brand new engine and doing his break-in with it!

Having pulled my intake several times, I figured this was the easy part and got into it. I did *not* remove the rocker covers and I did *not* remove the spark plug wires from the distributor. Bad decision... Read on...

Got all the gaskets positioned and ready, lifted the manifold up (the throttle bodies are already fitted to it) and as I lowered it onto the heads, panic set in as I realized that the manifold was wider than my old 4bbl intake and I couldn't get it into position without it hitting the rocker cover edges. Damn!

After a lot of screwing around removing the covers and trying again, I found out the front throttle bodies are close enough to the distributor that they ran into the spark plug wires when routed as I had them for the 4bbl intake.

Damn again...

And then, I was using my nice chrome allen head intake bolts, but couldn't get the wrench on! Sigh... The top of the bolt is very close to the runners and it's extremely difficult to get an allen key socket onto them. Some are impossible. So I ended up getting some 12 point bolts which helped considerably. But by the time I got the intake on, I wasn't very happy with how it was positioned, etc., but decided to carry on anyway. That part took me an afternoon. Bad decision...

The fuel line and pump part took another day. The fuel pump has to be mounted as well as the fuel filter. Believe me, all of this installation would have been a piece of cake without the engine sitting there... I think some of you may remember my comment about permanent velocity stack indentations in my cheek and ZF rib indentations in my knees...

I had to enlarge and tap out my fuel filler neck to accept the larger fuel return line and then redo my fuel tank line to the fuel pump since I have an early car with a gas tank that has no drain plug. The drain plug is typically where Dennis would like you to connect the fuel line pickup, but since I didn't have one, I had to use the standard pickup coming off the top of the tank. I still haven't determined for sure if I'm getting any restriction there at wide open throttle, but so far, so good. I've not noticed any drop in fuel pressure.

Then on to the wiring...Sheeeshhhh.... This by far



took the largest part of the entire installation. You have to mount the ECU, the fuse block, the manometer and the emergency fuel shutoff switch. You have to run wires for the manometer (barometric pressure), throttle position sensor, fuel shutoff switch, fuse block, ECU, air temperature, coolant temperature, the entire harness through the firewall and... Oh yeah, I had the Halmeter air/fuel ratio meter, so I had to run a line for the oxygen sensor and meter and power plus take my right exhaust pipe off and cut a hole and mount a bung for the oxygen sensor itself. This whole saga took me another two days.

Routing all the wires neatly with the existing wires and trying to make the installation look at least semi-professional took the largest amount of time in my opinion. Whether it is or not, I leave to your personal opinions when/if you see it. Comments welcomed!

Other stuff to hook up...the old throttle cable had to be taken out and a new, longer cable installed for the side-pull throttle linkage. I hate open breathers, so I had to come up with a way to route and attach my PCV valve output and breather. What I did for both the breather line and the air temp sensor was to drill a hole in the underside of each air cleaner lower plate and thread it for a nipple on the left side and the air temp sensor on the right. This isn't strictly the 'correct'

way to hook up a PCV, but it gives me a tidy setup with no fumes coming out of the rocker covers. All the fumes from either breather are routed into the left air cleaner and burnt by the #7 and #8 cylinder.

Okay, time to start it up. Turn the key... The fuel pump runs and I hear air being purged. When you turn the ignition on, the ECU runs the pump for a second or so and then shuts it off. So I had to turn the key on and off a few times to get rid of all the air and get a steady 42 psi of fuel pressure.

Turn the key to start and the engine starts and runs! At 4000rpm!!!!

Triple damn! Kill the ignition and look. Seems that maybe all the butterflies are sitting too far open, so I call Dennis for advice and he says to just adjust them closed some more. Duh... Kirby... Okay.

Adjust and try to start again. Nothing. After over an hour of scratching my head and wondering, I finally find the 10 amp fuse for the injector driver has blown. No idea why and it's never happened again, so...must be one of those flukes. I got a box of 'em as spares now though!

Finally got the engine going and did some tuning and adjustments to match up the throttle bodies and get it to idle decently. After all, I'm supposed to be running the car at Texas World Speedway on Satur-

day and this is Thursday! The event is the day after tomorrow!

But something's wrong—I hear a noise I don't like and the right bank has a slight miss and... Yep. The intake is leaking around the number 2 cylinder port. Sigh... Off comes the intake, new gaskets, *remove* the spark plug wires and get them out of the way, *remove* the valve covers and get them out of the way... Intake went back on smooth and easy. Hooked up all the harnesses and fuel lines again and no leaks after that.

Went out and drove around a little to try it out. Initial impressions were pretty bad since it was running way too lean at low rpms, but rich as hell at higher ones. Did the best I could, but I was tired and fed up, so hey... A shower and bed sounded good.

Got up early and left for TWS at 5:30. No more than got started and a cop pulls me over. No taillights. Oh! Just a bad fuse contact, office. I can fix it right now and started to get out of the car. "No!" He says... "Stay in the car!" Jeezzz... Guess his wife didn't treat him right last night... Anyway, he ends up giving me a ticket for no taillights and tells me to use my flashers. I ask, "What for? All I gotta' do is get out of the car and open the fuse box on the other side!" He shrugs and drives off. And instantly, three wrecker trucks pull up sensing prey. Where the hell were those bastards when I've really needed them!! Anyway, back on the road to TWS...

I used the trip up to TWS as my main tuning time that morning and by the time I got to TWS, I was fairly confident of the low rpm ranges, but it's damned difficult to drive the car with your foot full on the throttle, watch the road, look at the laptop and punch buttons on the keyboard at the same time! I highly recommend a passenger to assist for both your personal and car health and well-being...

TWS was a blast and my 360lb instructor (had to remove my passenger seat!) was very helpful as he watched the Halmeter when I nailed it on the straights. The first session was, uh, pretty impressive as coming onto the front straight even I could see the black smoke pouring out of the exhaust! Gray Gregory commented that nobody could pass me anyway 'cause they couldn't see!

But as the weekend went by, I started getting it leaned down to a point where it was close. Not perfect, but close.

It's been a little over a month now since TWS and even though I thought I was getting the system tuned pretty well, I wasn't truly happy with it. The engine coughed and sputtered sometimes when I least expected it and it would sometimes run lean at one specific rpm and rich on either side of that value. hmmm... Finally, last Saturday (after reading the manual for the 114th time) I noticed that I was running in the '16,000 rpm mode' which means you adjust the throttle position versus injector time open at every

1000rpm. I switched the ECU to '10,500 rpm mode' so that there's a map at every 500 rpm. Wow! What a difference. Much smoother and, although there's more points to have to tune at, it seems easier to adjust it. And the software was smart enough to generate the X500 rpm maps by extrapolating from the ones on either side. The car is running pretty darned good at the moment and I'm much happier with it now than I was at TWS. Still tweaking it on the way to work and back every day...

My gas mileage to work and back has dropped terribly because I just *have* to put my foot in it at every stoplight to hear that induction noise and the tires howl! The motor makes much more horsepower all across the range.

Two other adjustments I had to make in the software were the 'throttle pump' setup and the coolant map. The 'throttle pump' simulates the accelerator pump in a carb. You can adjust how much extra fuel you get and for how long it lasts via the computer. The coolant map had to be adjusted because it was waaayyy too rich above idle. So much so that you could hardly drive the car above 1500 rpm when it was cold.

The sidepull throttle linkage was sitting much too low in my opinion, so when coming off of idle, the pedal was very hard to push and then when it did move, it moved too far. Makes for dramatic stoplight starts, and lousy exits from corners at TWS. So I removed the bracket that is attached to the left fuel rail and did some "percussive engineering" (as Drew calls it) to bend the bracket so the cable sits higher. I also let the engine warm up and then loosened all the throttle bodies before I torqued them all down again. Dennis Quella reckoned this would help line them up better and stop any binding that might be occurring in the linkage. These two things improved the pedal feel immensely and the 'stickiness' I experienced is gone now.

I'm sure I've forgotten some things about the installation after this amount of time, but that pretty much sums it up.

Pros and cons?

The good stuff

It looks really cool!

Idles at 800rpm (where'd my 'radical' cam lumpy idle go to????)

Starts instantly when cold and hot

No need to keep fiddling with the throttle to keep it running when cold like I had to with the carb
It looks so cool sitting back there.

Low end response has changed bigtime! I used to have to get the engine above 3500rpm before it really did its thing. Now it just goes from any rpm.

Very snappy throttle response. I've had to learn

to drive my car all over again... Lighting the tires at every stoplight is a little much...In fact, I've hit the 7000rpm limiter in the EFI software too many times in low gear. The engine winds up that fast. It'll cruise at 30mph in 5th gear without jerking. It looks absolutely mega-cool sitting back there on top of the engine.

The exhaust note of the engine has changed a lot. Much 'sharper' sounding. Couple that with the induction noise that sounds like a giant vacuum cleaner behind you and you wouldn't recognize the sound of my car anymore...

The bad stuff

It's expensive.

It's not a weekend job to install. Give yourself at least five full days.

It's expensive.

The injectors make a distinctive ticking noise that's very audible.

It's expensive.

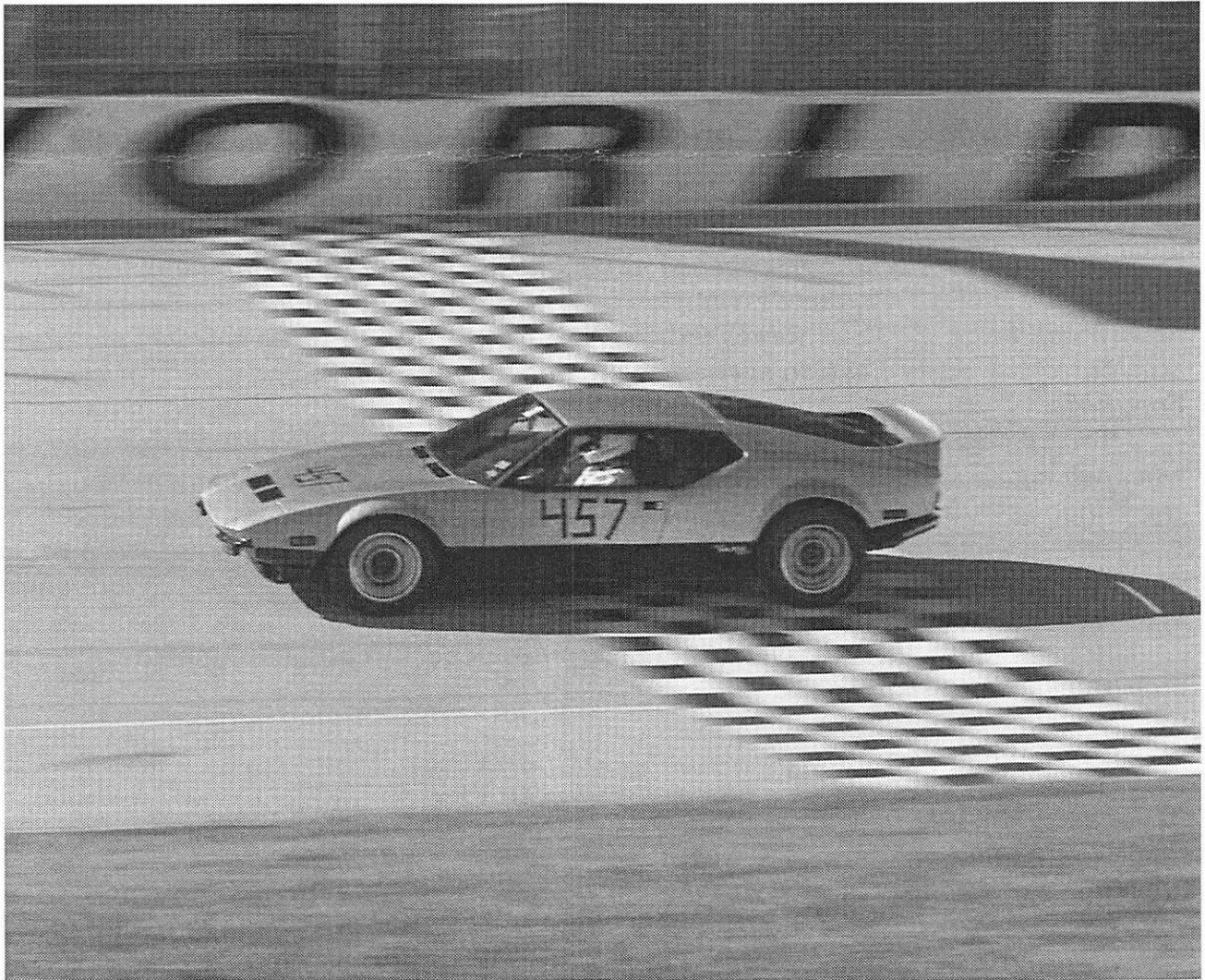
Uh, let's see now...What else? Oh yeah...It's expensive.

Did I mention how neat it looks? [BIG grin!]

Bottom line is I'm impressed and am happy with the system. It may not be the ultimate EFI setup and I know those of you out there who are EFI experts may think there are better systems, but from what I've read, those other systems are even more expensive. Ask Greg Esakoff how much money he's got in *just* his EFI!!!! Your eyes will start watering, I promise you...

Oh! I almost forgot... Once I had everything on and running, I got to the point where I wanted to put the air cleaners on, but of course they wouldn't fit with the decklid down. Fed up with working on the car and not feeling like bothering to go down to the bodyshop that I had intended to go to and get the decklid modified, I grabbed my saber saw, stuck a metal cutting blade in it, took the template Dennis had sent, marked it off, looked out the garage door and said a few choice words and started sawing....Darned if the decklid didn't close with the air cleaners on after that!

You got questions? I'll try to answer...

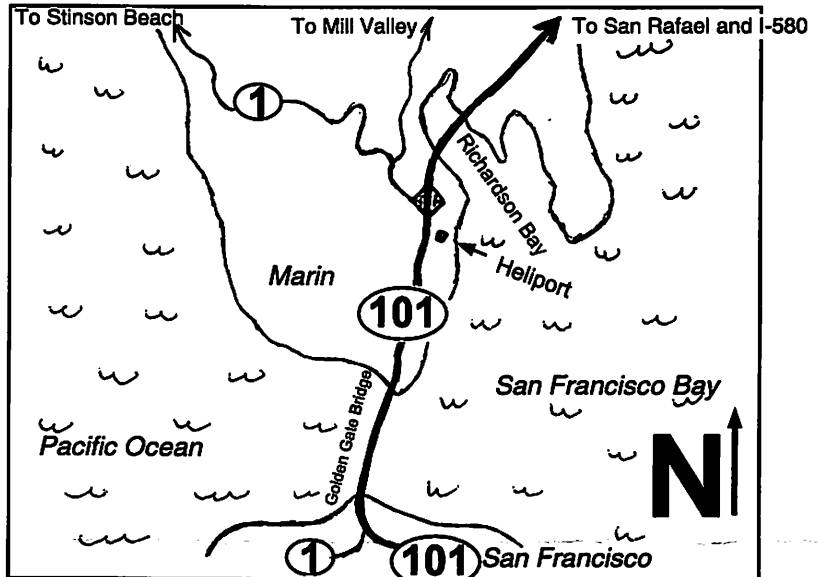


Marin/Sonoma Fun Run

Saturday, October 28th, 9:00 a.m.

Ladies and gentlemen, start your engines and head on over to Marin and Sonoma for our October back road fun run! Our aim is to exercise our Panteras as well as our forearms with lots of back road driving through Marin and Sonoma counties along Highway 1.

The starting point is at the Stinson Beach-Mill Valley exit off Highway 101 a few miles north of the Golden Gate Bridge just before the Richardson Bay Bridge. You may see a seaplane or helicopter on your immediate right as you pull off Highway 101 next to the Bay. Take your first right to our meeting spot, Pohono Drive. We want to get an early start to avoid traffic, so plan to be there before 9:00 a.m. We will depart promptly at 9:00 a.m., so if you're late, you will simply have to catch up to us.



We will first stop for gas in Tam Junction, since gas stops are few and far between further North. We will then proceed north on Highway 1, up Mount Tamalpais, then north along Highway 1, our destination being the quaint town of Point Reyes Station. Brunch will be at the Point Reyes Station House Cafe. The next leg is from Point Reyes Station to the early Russian settlement (established in 1812) and now state park at Fort Ross.

After touring Fort Ross, we'll head back south towards Tomales Bay, and turn east when we reach Marshall-Petaluma road. This extremely remote road will take us to the Rouge et Noir Cheese Factory, where we will stretch our legs and pick up a drink, and sample some local Camembert. We will then continue to the quaint town of San Anselmo, right off of Highway 101, where we can stroll among the shops before enjoying dinner together.

The total route encompasses almost 160 miles of back-roads driving with only seven stop signs and no stop lights!

Please RSVP to Martin Mitchell at nomad@marmit.com or (415) 456-7184 (home) or (415) 860-7559 (cellular), so we can book the restaurants in advance.

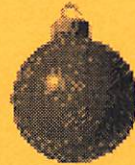
Visit www.marmit.com/pantera_marin_fun_run.html for more information regarding menus, destinations and updates. Come and join the fun!

Pantera Club of Northern California

CHRISTMAS PARTY

and

Awards Banquet



Saturday, December 9, 2000

Location: Fontana's Italian Restaurant

(650) 321-0610

1850 El Camino Real

Menlo Park, CA



Time: 7:00 pm no host cocktails
8:00 pm dinner

Dress: Holiday best

Cost: \$36.00 per person,

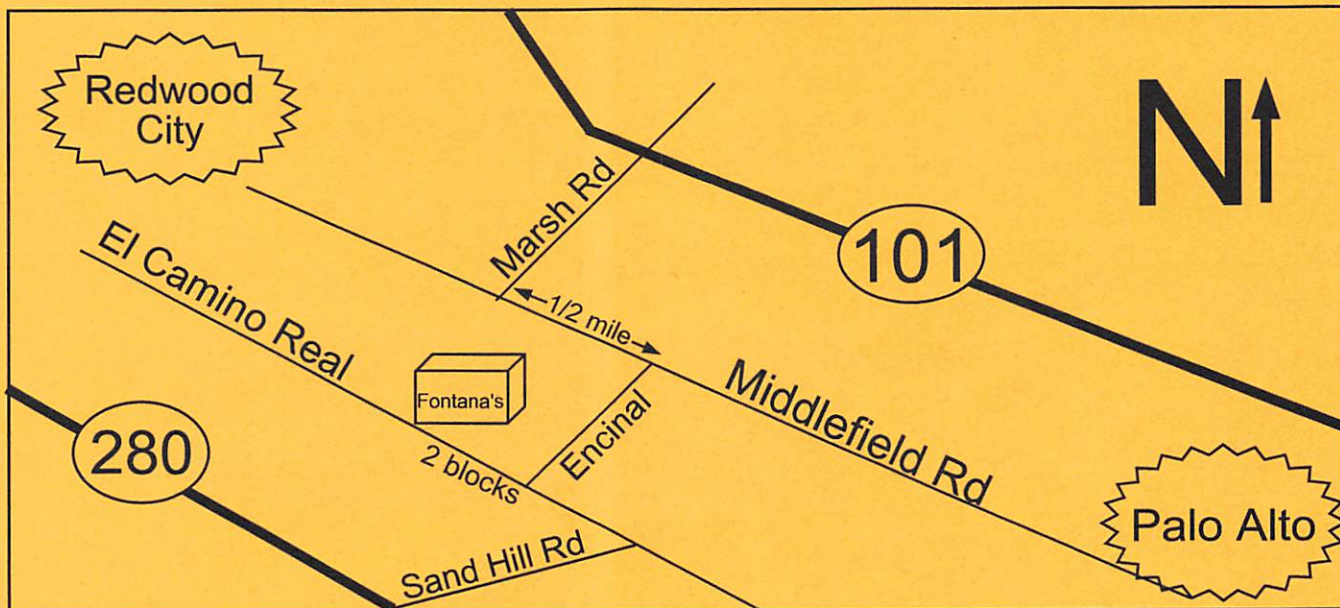
make checks out to PCNC, include your choice of Dinners and mail to:

Anita Kuehne, 1072 Hamshire Court

Sunnyvale, CA 94087

Dinner will include salad, and a choice of Filet Mignon, salmon, chicken or pasta (vegetarian).

Program: Awards Presentation, announcement of **2001** Officer election results and our famous raffle of Pantera goodies, along with some special fun and entertainment!



NEXT CLUB MEETING

THURSDAY, October 26, 2000
8:00 P.M.

COCO'S RESTAURANT
1209 OAKMEAD PARKWAY
SUNNYVALE, CA

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

October 28 ————— Marin/Sonoma Fun Run (Martin Mitchell)

November 3-5 ——— Pantera International Moonstone/Cambria Run (David Adler)

December 9 ————— PCNC Christmas Party (Diane Dean)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH



Capt. Mike Drew
136 Lighthouse Way
Vacaville, CA 95688



exp. 7/00
Mr. Ken LEVIN
8030 Arroyo Drive, #4
Pleasanton, CA 94588