



# news

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## Minutes of Meeting 30 November, 2000

The meeting was called to order at 8:01 p.m. All officers were present except for Bill Santos and Diane Dean. Due to potential weather issues, there was only one Pantera in the parking lot, driven all the way from Modesto by hard-core member Mark Tumbarello. 37 people signed the roster.

**New Members/Guests:** PCNC was pleased to welcome back **Brad Jones**, a former member who dropped out 15 years ago or so, but is now back for more! Brad owns a '71 Pantera.

Also joining us was **Kurt Hall**, a member of Reno-Tahoe Panteras who is searching for a Pantera, and has just moved to the S.F. Bay Area.

**Corrections To Last Month's Minutes:** It was noted that Mike failed to acknowledge his

recent promotion to Major in the club newsletter officer listing.

**Club Library Report:** Sharon announced that the points tally was complete and the winners of the Most Active Member awards would be announced at the Christmas Party. She also indicated that she wished to hand the club library responsibilities over to somebody else; this will be one of the first topics of discussion for the club board next year.

**Club Treasury Report:** Anita reported that despite recent hefty deposits issued to both the Las Vegas Speedway and the Los Laureles Lodge, the club treasury remains well in the black.

**Club Store Report:** In Bill's absence, Chuck Melton gave a brief rundown of club store issues. He brought a number of Hot Wheels 1/18th scale Pantera models for sale at \$25 each. With Christmas right around the corner, these have been hot sellers and several more were sold at the meeting.

**Club Membership Report:** Russ Britschgi had a sample of the 2001 club roster and passed it around, asking that members check their data and make any corrections required before it goes to print for inclusion in the next newsletter.

**Name Badges:** Doris Britschgi had a new shipment of name badges and distributed a few. She asked that anyone needing a name badge please contact her.

### **Past Events:**

**Marin Fun Run:** Mike Drew briefly discussed this event, ambitiously staged by Martin Mitchell despite absolutely horrific weather. Only one Pantera braved the elements, that of Walter Villere, and he gave up fairly quickly and headed for home. Other PCNC members present included Dirk Ault in his '99 Mustang Cobra, Tom Galli in his '65 Mustang convertible, Mike Drew driving a borrowed '80 Ferrari 308 GTSi (gotta love THAT!), and Gary and Mary Anne Kono in their BMW 750. They were joined by a five-car contingent from the Acura NSX club (courtesy of Gary Berger, who inexplicably stayed home), and a Ferrari 308 GT4 Dino whose driver heard about the event from the owner of the Ferrari Mike was driving.

The eclectic group set off up Hwy 1 in the midst of a driving rainstorm, and slipped and slid to Point Reyes Station where they stopped for a sumptuous breakfast. They then continued at sometimes elevated speeds, driving north and then turning inland, stopping periodically for a snack, and later for a tour of a cheese factory.

When Mike and Dirk left the group at around 3:00 p.m., most were planning on



*Event organizer Martin Mitchell enjoys breakfast with Walt Villere and his girlfriend ?????*

driving an hour west to Pt. Reyes Station lighthouse and then returning, just for the hell of it!

The roads were outstanding, the meals were sublime, and the organization was top-notch; had the weather been traditionally beautiful, this event would have been absolutely perfect. Everyone who attended had a blast nonetheless, and Martin promises to stage further similar Marin Fun Runs when the weather improves.

**Checkered Flag Sears Point Track Event:** Joel Gust and Chuck Melton reported that Ed Kornegay and company had a great time at Sears Point on the day after Thanksgiving. Charlie Puckett, Eric Belter and Walt Villere were there with their Panteras. Walter's motor was clearly on its last legs on the Marin Fun Run, and it let go in a major way early on the track day. No worry, as his Boss 351-based motor had just been finished and he was just itching for an opportunity to install it! Charlie's motor spun a bearing and blew up in the race, while Eric's car continued to run like a train as it has for years.

In a spectacular display of driver discipline and car control (not!), Joel Gust managed to spin his Datsun 240Z race car on the *parade lap*!

**Cambria Moonstone Run:** Jack DeRyke reported that five PCNC Panteras made it down to the Pantera International event held in Cambria, and hosted by PCNC member (?????) The group attended a street rod show with 192 street rods, and seven DeTomasos (six Panteras and the Adlers Longchamp.) One Pantera suffered a complete and total electrical failure for no reason anybody could determine. After a bout of troubleshooting along with the obligatory Magic Words Not Suitable For Children, the car suddenly sprang back to life, again for no known reason. Not taking any chances, the owner quickly fired it up and drove it home, leaving Jack DeRyke to follow behind in the owner's BMW M-3.

#### Upcoming Events:

**PCNC Super Bowl Party — 28 January:** Brian Bernard is once again opening up his beautiful home to host the now-legendary Super Bowl Party. Come on out and watch the game on any one of his 20-or-so television sets, while enjoying the company of like-minded fans (we care about DeTomasos more than Defensive Lines!) The club's rafflemaster will be running the betting pool, while the club's wrench-spinners will likely be holding a tech session in the driveway. Past parties have seen upwards of 15 Panteras and 50 people, so come on out and join the fun!

**Las Vegas Track Event — 27 April:** The Derek Daly Academy is offering a half-day open-wheel driving school the day before the PCNC track event on the same track we'll be using, costing \$500 each. Drivers will receive one hour of instruction and a full three hours of track time in the academy's Formula Ford racers. If ten drivers commit, each will receive a discount. Several at the meeting have pledged to participate; hopefully enough will step forward to earn the discount.

The track itself has undergone a major overhaul in the past few months, and construction will continue right up until our event. The configuration of the track has been changed, and Larry Stock managed to secure the original blueprints showing the old and new track layouts. The track has been completely repaved and follows a slightly different layout than before. A control tower with restrooms will be complete by the time we host our event. Additionally, a Italian-themed catering team will be hard at work during the lunch hour to provide meals.

Larry Stock is the major sponsor for the 2001 track event, with several other vendors partici-

pating as well. Without their combined sponsorship, it would literally be impossible to stage the event, so the members of the club expressed their collective gratitude.

#### Reno-Tahoe Event:

Larry Stock is still working with the various bureaucracies in Virginia City to stage the hillclimb. The logistics of staging the hillclimb are somewhat daunting, and future events may elect to run at a currently-under-construction 2.5 mile road course with elevation changes in Fernley, NV (about 50 miles from Reno.)

POCA member enthusiasm for the upcoming event is running high, and the organizers are expecting a large turnout.

**Silver State Races:** Dennis Antenucci announced that the members of Team Pantera Racing are formally skipping the May event in order to support the Las Vegas and Virginia City events, but TPR hopes to have a gigantic team in place for the September running. Dennis, Kris Hearne, John Bentley and Laurie Basile will be contesting the May event, with almost 20 cars committed for September.

Larry has constructed several gearboxes with a 3.77 final drive, and one with a 3.22 final drive that he's considering renting out to Silver State racers looking for some additional top-end speed.

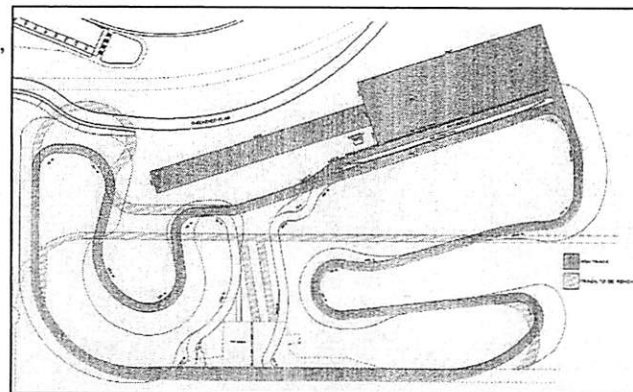
As the event gains in popularity, sponsors are being drawn to it. Both Bayer and Pfizer are considering major sponsorship/underwriting of the event. As Pfizer is the manufacturer of Viagra, you can imagine the logos that will accompany their sponsorship! After all, the course is long, straight and hard—the mind reels at the possibilities...

**Hot August Nights:** The organizers of the traditional hot-rod event have upped the age limit for participating cars to 1972 and earlier, and specifically have put out a call for "European muscle cars." It seems that they are targeting Panteras specifically for participation?

**Bonneville Speed Week:** Larry Stock reported that he is interested in organizing a group of Pantera owners to go out to Bonneville to participate in the Speed Week during August. Mike Cook will be campaigning his Pontiac, while Junior Wilson and Larry plan to run Panteras. Anybody interested in going along, either as a spectator, crewmember or participant should contact Larry

#### Club Business:

**Club Elections:** Russ Britschgi handed out ballots for the 2001 club officer elections. The votes were collected (with nary a hanging chad) and the results would be announced at the Christmas party.



**Club Charitable Contributions:** As has been our tradition for years, PCNC contributes a percentage of club store profits to worthy charities each year. The candidate charities were listed in last month's newsletter; Russ handed out ballots and would announce the two top picks at the Christmas party.

**PCNC Meeting Location:** The management of Coco's restaurant has again agreed to host our club meetings for 2001. Although there have sometimes been calls to move to an alternate location due to one or two crowded meetings, overall club meeting attendance has been stable for the past 10 years or so, and the Coco's room is perfectly sized for our needs.

### **News, Clues and Rumors:**

**Kids, Don't Try This At Home:** A non-member recently reached out to Jack DeRyke for some technical help after a mishap with his Pantera. It seems his speedometer had stopped working, and he brought the car to a well-known speedometer shop of some (ill) repute. The geniuses at the shop diagnosed the problem as being with the angle drive on the ZF, and foolishly removed it for inspection.

Although reinstalling it didn't fix the problem, during his drive home, the little bits and pieces which invariably fall into the gearbox whenever the angle drive is removed with the gearbox upright managed to find their way to the ring and pinion. The ring and pinion were demolished and the bits were violently thrown against the case, cracking it.

Jack welded up the case, and the gearbox is currently being overhauled. No word yet as to whether the speedo shop will be footing the bill...

**Local Panteras For Sale:** Ken Levin once again announced that his black '73 Pantera is up for sale, as he's now the proud owner (again) of the 1971 Pantera he bought new. Charles Eppling from Sacramento has a '72 Pantera #3936 with home-made steel flares, wide wheels and tires for sale at Axel Rolf's shop. Apparently the car has no rust.

**Mike Finds The Perfect Woman:** Mike Drew reported that he has unearthed the mythical Perfect Woman. Nikki Diss picked him up for dinner, and then brought him home to her garage. There she showed him her collection of cars—1974 Pantera GTS, 1970 Boss 302 Mustang trailer queen (five-time Mustang Club of American Gold Medal winner), 1965 Mustang convertible, 1968 Shelby GT500KR, 1972 Pantera, and 1983 Mustang GT convertible.

Nikki is an accomplished motorhead—for example, she dragged the Shelby out of a chicken coop with animals living in it, and half the body missing, then performed a ground-up restoration by herself; she welded in new metal, rebuilt the engine, did all the bodywork, and even painted the



car in her garage. She is currently doing custom fabrication work on her '72 Pantera, fabricating her own floor pans, rocker panels and chassis pieces.

And she's single!

The only problem as far as potential PCNC suitors would be concerned is the fact that she lives outside of Nashville, Tennessee....

**Raffle Results:** Larry Stock passed the hat while Brett Santos collected the funds, with the following results:

Portable TV — Mark Tumbarello

*Pantera International* magazine — Russ Britschgi

Ford key fob — Kris Hearne

ZEP Painter's Partner — Judy DeRyke

Catalogs — Brad Jones

San Mateo Golf Course \$10 certificate — Brad Jones, Ken Levin, Dennis Turin

Pantera sales brochure — Kurt Halt

The meeting adjourned at 9:45 to the parking lot where members admired Mark's Pantera, both because it was beautiful and because it was the only one there!

## NEWSLETTER ADVERTISING POLICY

### Free Advertising:

PCNC members may advertise items they have for sale, or items they want, at no-charge in the regular "For Sale" and "Wanted" section of the PCNC Newsletter. DeTomaso automobiles of non-club members may be advertised in the "For Sale" section at no-charge when space is available. The space allowed for these free ads is limited to six lines per member (or non-member) per month.

### Paid Advertising:

Fees are charged to anyone who wishes to advertise a business or profession, and to members who wish more space than is allowed in the Free Advertising provisions. Those fees are: Business cards: \$2.50 for one issue or \$9.00 for four issues within a one year period. Half page ads: \$8.00 for one issue or \$30.00 for four issues within a one year period. Full page ads: \$15.00 for one issue or \$55.00 for four issues within a one year period.



# *Pantera Club of Northern California*

## *Board of Directors Meeting Minutes*

The board of directors of the Pantera Club of Northern California met just prior to the monthly chapter meeting to tie up some loose ends and discuss issues for next year. The meeting was called to order by President Dave Crego at 6:30 p.m., and all officers were present except for Bill Santos, Diane Dean and Sharon Renshaw.

**Christmas Party Raffle:** Traditionally, Mike Drew takes it upon himself to procure the prizes for the annual PCNC Christmas Party Raffle. Unfortunately, Mike had hoped to hand this responsibility off this year, but apparently failed to communicate this clearly enough; as a result, with only a week to go before the party, the club had no prizes other than those donated by Larry Stock and the Pantera Parts Connection. As our coffers were reasonably full, a motion was made and passed to allocate \$300 from the club treasury to the raffle chairman for additional prize procurement. This was coupled with the \$800 in raffle proceeds from the combined take of the previous monthly raffles for a total of \$1100.

Mike subsequently phoned several vendors and was able to get contributions from Hall Pantera, Pantera Performance Center and Precision Pro-Formance. Thanks to those fine organizations for helping the cause!

**Christmas Party Expenses:** A motion was made and passed to budget \$1000 for Christmas party expenses. We had priced the event right on the edge, and in fact were planning on losing money on certain meals and making a slight profit on others. However, more people opted for the money-losing meals and thus we were slightly in the hole. Additionally, funds would be required to pay for the various plaques and awards, and the centerpieces which became gifts at the end of the evening.

**Website Issues:** Members of the board, as well as members of the club, have raised questions regarding the state of the PCNC website, which seems moribund and hasn't been updated in many months. Martin Mitchell has expressed ambition in reviving the website, and he, Mike Drew and Ted Stalcup will work together to make that happen.

**Club Points Clarification:** A motion was made and passed to acknowledge the importance of the POCA and PCNC websites regarding PCNC points for the Most Active Member award. Historically, members were eligible for points for any article published in the PCNC or POCA paper publications; the motion extended this policy to cover contributions to the websites as well.

**Club Store Manager:** The ongoing challenge facing PCNC is the search for a replacement for Bill Santos, our long-suffering Interim Club Store Manager. Dave reported that a potential volunteer has been identified, and is now actively being recruited for the job. Hopefully an announcement of an appointment will be made at the January club meeting.

Dave thanked the members of the board for their help over the course of the year, pledged to support incoming president Steve Liebenow in any way he could, and expressed his eagerness to transition to vice-president as soon as possible!

The meeting adjourned at 7:00 p.m.

## Membership News

### **This Month's New Members:**

**David Rehberg** of Kitchner, Ontario, Canada. David joined through POCA and did not list any of his interests. Perhaps he will respond to my welcome letter and I can let you know a little more about David and his car.

**Benjamin Robinson** of San Francisco. Benjamin also joined through POCA. A couple of attempts to contact him by phone over the holidays met with no results. I will keep trying to get a little more information about Benjamin and his car to share with you.

### **December Membership Anniversaries:**

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

**Tim Butson:** three years

**Gary Dobbs:** three years

**John Speich:** two years

**David Della Mora:** one year

**Jon & Olivia Linke:** one year

### **New Membership Roster to be Printed in January**

- 1) If you do not wish to have your address and/or phone number(s) listed, you must notify the PCNC Membership Coordinator.
- 2) If the data in the current Roster has changed, please be sure the Membership Coordinator has the correct info on file.
- 3) Your E-mail address can be included if you give it to the Membership Coordinator.
- 4) A lot of area codes have changed in the past years. Some have been updated, but some of the 510/925 split may not be up to date. Also area codes for work phones do not necessarily relate to home addresses. Please let the Membership Coordinator know.
- 5) The Membership Coordinator is Russ Britschgi, 143 Carlyn Avenue, Campbell, CA 95008. You may call and leave a message at 408/866-1677.

### **Info from the Seldom Seen:**

Joe and Glenda are back. Yes, it's true, after years of being among the missing the Perrucci have rejoined PCNC. Joe was one of the stalwarts of PCNC 15 years ago and now he is Pantera rich. That is, he currently has one more Pantera than he needs. He says the extra car is about 95%. If Joe's standard is his black Pantera, then this 95% car is about 125% of just about everyone else's.

There may still be a few errors and omissions in the Membership records. Please check the new Membership Roster. The last entry under your name, "Mem.: ...." is the date your membership began or was renewed after it was allowed to lapse. If this date does not agree with you, please contact Russ Britschgi at 408/866-1677.

# ELECTION RESULTS

At the PCNC November meeting two elections were held: one to select the elected officers for the year 2001, and the other to select the two charities to which the chapter is to make its 2000 charitable donations.

**OFFICERS:** The officers elected to serve you for the year 2001 are:

Steve Liebenow, President  
Mike Drew, Secretary  
Anita Kuehne, Treasurer  
Russ Britschgi, Membership Coordinator

The office of Vice President is not part of the annual ballot, but is rather the duty of the outgoing President. Thus the Vice President for the year 2001 is Dave Crego.

**CHARITIES:** The results of the charities election were:

Beating the Odds: 7  
Camp Ronald McDonald for Good Times: 7  
Canine Companions: 9  
Guide Dogs for the Blind: 12  
The American Cancer Society: 16  
The greater Bay Area Make-A-Wish Foundation: 7

Thus the Guide Dogs for the Blind and The American Cancer Society will each be receiving a check in the amount of \$300.00 from the PCNC benevolence fund.

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## MAJOR ERRORS

by Russ Britschgi

As you may have noticed, Captain Mike Drew, USAF, and our esteemed secretary, newsletter editor, and all around DeTomaso enthusiast is now Major Mike Drew, USAF Reserve. Thus it can be said that any typos, misinformation or just plain screw-ups that appear in the PCNC News are "major errors". No longer does Mike Drew need to have his name connected with such unfortunate happenings.

Therefore to honor Mike's new status I offer this very first "major error": A couple of weeks ago I was contacted by Rod Pack and informed that contrary to the information printed in the "Raffle Results" section of the November New, he, Rod Pack, did not donate the "Pantera Parking Only" sign. The sign was in fact donated by Chuck Brown and Rod only delivered it for him.

And speaking of Chuck Brown, he and Bev have been PCNC members since late in 1987. We haven't seen much of them since they moved to Discovery Bay several years ago. They were introduced to Panteras by Homer Dean, and in 1988 they drove their Corvette to the POCA Fun Rally in Las Vegas. Being the good (and smart) people that they are, they bought a bright yellow '73 Pantera before the year was over.

Thanks for the donation Chuck.



# Helmet Safety

## Make Sure Your Helmet Can Do Its Job

by Scott Griffith

Helmets have changed radically over the past few years, and the specs used to qualify them for different uses have evolved rapidly with advances in materials and construction. Chances are that most people have whatever helmet they could first find that fit their head and had a Snell sticker (whatever that is!) in it. Some of them are probably pretty old, to boot.

A number of clubs have rules in place that require the replacement of helmets after they get to a certain age. The nonprofit Snell Memorial Foundation, the primary standards organization that examines and rates helmets, recommends replacing even an undamaged helmet after five years of use for motorsport activities. So do the Motorcycle Safety Institute and the SFI, or Safety Foundation International.

In the spring of 1997, I had the opportunity to take a tour of the Snell Foundation's testing facility in Sacramento, California, and participate in some helmet testing. Along the way, I learned a great deal about the different ratings applied to helmets, and also learned a great deal about why they recommend such a short life for a helmet.

One very useful thing we learned was that the Snell rating system has changed substantially in the past ten years. The current helmet ratings are Snell M95 and Snell SA95 (which stand for Motorcycle, and Special Application or auto racing). These supersede the older M90, SA90, M85, and SA85 ratings. With the introduction of the Snell 1990 specs, the requirements for impact protection between M and SA became nearly identical. This is a major change: the older M85s went through a significantly less stringent impact qualification than the SA85s, M90s, and SA90s had to pass. And the bar has been raised even further for M95 and SA95.

The bottom line would be that the older M85 and SA85 helmets are all over ten years old, and are well and truly past their useful lives. The newer helmets are lighter, feature better materials, and have demonstrated a much better ability to protect you in an incident. Here's a little cautionary note, just to explain this "helmet aging" business a little further. How many of

us have actually pulled back the padding and checked our chinstrap attachments? Not the buckle or the visible webbing, but the actual attachment of the strap to the shell. Many vendors (especially of low-cost, entry-level helmets) used to use a single thin-wall mild steel tubular rivet and backing washer for attachment of the webbing to the shell.

The chlorides from your perspiration can attack the rivet and the resulting pitting can cut its ultimate strength



***This helmet might look like new, but if it's been used and is more than five years old, it should properly be retired. Don't skimp on your brain!***

by a sizable fraction. If you're running a four- or five- (or ten!) season-old helmet, and you sweat a lot like I do, you'd do well to look over this hidden, often ignored hardware. It doesn't take much salty perspiration, or very much elapsed time, to really trash that hardware. If the rivet is completely obscured by a thick layer of rust, you can bet that it's lost a lot of its original strength.

A helmet can only work for you if it stays on your head. I took my old ten-year-old helmet along with me to the Snell tour, and donated it to them on the spot as a test article for their aging studies once I saw the condition of those two little rivets. Most post-90 helmets

use stainless steel for that hardware specifically to address that problem.

The deterioration of the chinstrap and retention hardware, aging (and ozone damage) of the impact-absorbing liner, and ozone and UV embrittlement of the shell materials are all reasons for scrapping what may seem like a perfectly good helmet. In fact, the five-year aging cycle is the reason that Snell introduces a new set of specs every five years.

Similarly, helmets are a one-time-use item. If you've experienced tirewall-induced Sudden Deceleration while wearing your helmet, and it has absorbed an impact, it is no longer a helmet (even if you like the paint job!) It is now a paperweight. Scrap it. The Snell people ask that helmets that have done their jobs be donated to them, along with details of the crash, so that they can be studied and the information used to improve the next generation of specs. This real-world feedback is yet another reason that their specs continue to evolve and improve.

So if you are contemplating a new brain-bucket, what should you buy? The number and strength of impacts used in the test procedure for the M95 is quite similar to that used for the SA95, and either one would certainly be adequate for use in open-track events. However, most racing sanctioning bodies require the additional protection of an SA rating, which differs from the M rating in a couple of interesting ways. First, one additional impact is used in qualifying for SA, which is a good solid whack from a piece of unpadded two-inch roll bar tubing. Secondly, the liner and chinstrap materials must be fire-retardant (Nomex or Kevlar). And third, the faceplate must be able to withstand the impact of a 1-gram projectile at approximately 220 miles an hour without allowing it to penetrate (which they do with a calibrated pellet gun in a very graphic pass/fail test.) As a result, the SA helmets are really more applicable to automotive use, especially if Vintage racing has some appeal.

Sure, they cost money. Spending money on safety gear is a tough sell when you also need to spend your scant racing budget on tires, brake pads, freshening up the bottom end of the motor, and maybe a hotter cam for next year. Still, there's nothing quite like seeing the difference between "passing" and "failing" demonstrated on carefully calibrated and objective testing



*Look for the Snell sticker inside the helmet liner. This helmet is an M-95 helmet (notice the "M-95" in subdued lettering underneath the Snell logo), acceptable at all PCNC events*

gear to really make you appreciate the difference. And that's speaking as a person who once stopped a rock with my faceplate in an open-cockpit car at triple-digit speeds. In retrospect, I'm extremely glad that the helmet I was wearing was an SA helmet.

Remember this: the Snell Foundation does not change its specs just to help the helmet manufacturers boost their profits. They do it to help assure that the equipment is as capable as possible. One mandatory item on any tour of the Snell facility is a brief stop at an unmarked Lucite display case tucked away in a corner of the front office. This case holds Harry Snell's original 1950s-vintage leather helmet. Unfortunately, that one was not sophisticated enough to do its job when Mr. Snell rolled his MGA in an SCCA race at Cotati in the '50s, back in the days before roll bars. His passing led to the creation of the Memorial. Since then, their staffers have dedicated themselves to doing whatever they can to make sure that folks like us have the best protection that can be made. None of us who did the tour were willing to stake our safety on "oh, it'll be good enough" gear afterwards.

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One afterword. The K98 spec was finalized after this article was written. It applies to helmets designed for Karting, and they are absolutely acceptable for our events (since karters tend to whack their heads on the pavement at an appalling rate....)

Go for any of the '95-up ratings specified above, and use it in good health.

*Scott Griffith is an accomplished engineer and club racer, and is a nationally-licensed flagger for the SCCA. Since 1991, he has been co-chief driving instructor for the Northern California region of the Shelby American Automobile Club. In 2000 he was appointed chief instructor for the PCNC Las Vegas Speed Trials and will return in 2001.*



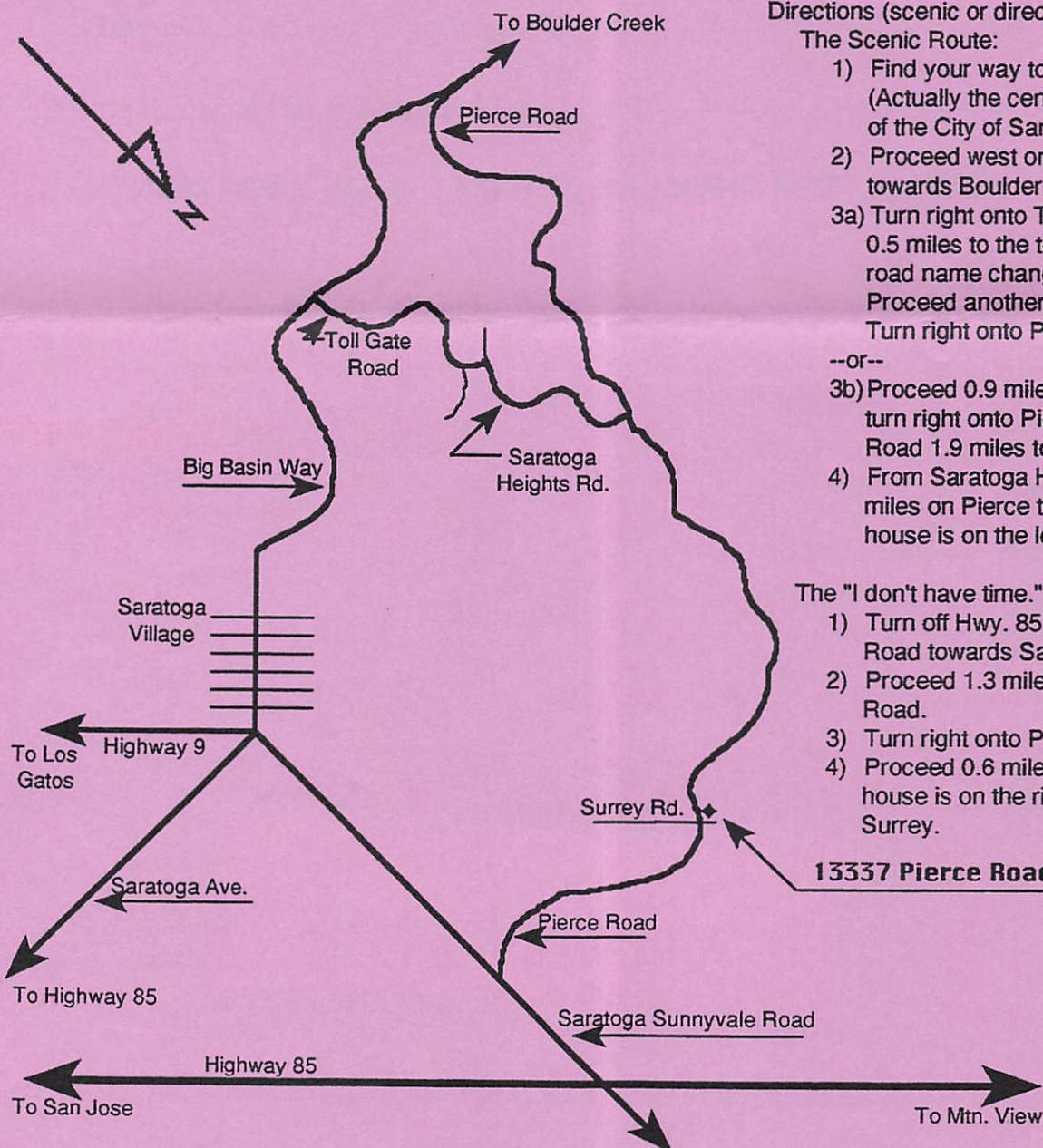
The PCNC

# *Superbowl Party & Chili Feed*

**Where:** At the home of Brian Bernard  
13337 Pierce Road, Saratoga  
(408) 867-3000

**When:** Superbowl Sunday, January 28, 2001  
12:00 noon till some time after the game's over.

**Bring your own drinks and a couple of bucks for miscellaneous expenses. Chili and munchies will be provided.**



## Directions (scenic or direct):

### The Scenic Route:

- 1) Find your way to the Saratoga Village (Actually the central business district of the City of Saratoga.
- 2) Proceed west on Big Basin Way (Hwy. 9) towards Boulder Creek and Santa Cruz.
- 3a) Turn right onto Toll Gate Road and proceed 0.5 miles to the top of the hill where the road name changes to Saratoga Heights. Proceed another 0.4 miles to Pierce Road. Turn right onto Pierce Road.

--or--

- 3b) Proceed 0.9 miles past Toll Gate Road and turn right onto Pierce Road. Follow Pierce Road 1.9 miles to Saratoga Heights Road.
- 4) From Saratoga Heights Road proceed 1.3 miles on Pierce to Surrey Road. Brian's house is on the left side of Pierce at Surrey.

### The "I don't have time." Direct Route:

- 1) Turn off Hwy. 85 onto Saratoga Sunnyvale Road towards Saratoga.
- 2) Proceed 1.3 miles to stop signal at Pierce Road.
- 3) Turn right onto Pierce.
- 4) Proceed 0.6 miles to Surrey Road. Brian's house is on the right side of Pierce at Surrey.

**13337 Pierce Road**



# NEXT CLUB MEETING

**THURSDAY, January 25, 2001  
8:00 P.M.**

**COCO'S RESTAURANT  
1209 OAKMEAD PARKWAY  
SUNNYVALE, CA  
(Take Lawrence Expressway South Exit off Highway 101)**

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## UPCOMING CLUB EVENTS

January 28 ————— PCNC Superbowl Party (Brian Bernard)

Date TBA ————— Pre-Vegas Tech Session #1 (Roger Sharp)

**REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH**



Maj Mike Drew  
136 Lighthouse Way  
Vacaville, CA 95688



exp. 7/01  
Mr. Ken LEVIN  
8080 Arroyo Drive, #4  
Pleasanton, CA 94588