



news

www.PanteraClubNorCal.com

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Minutes of Meeting 31 July, 2003

The meeting was called to order by president Todd Glycer at 8:04 p.m. All officers were present except for Charlie Puckett, Howard and Sharon Renshaw, and Jim and Anita Kuehne. Mike Drew made a rare appearance, but his laptop battery thoughtlessly died promptly at 8:05 p.m., so the minutes were hastily scribbled on a legal pad. While he forgot to tally the number of people and De Tomaso cars present, it was probably on the order of 35 people and 8-10 Panteras.

New Members/Guests: The club was pleased to welcome **Mark Pinson**, a member of (and former present of) the Pantera Club of North Texas (i.e. Dallas and environs). Mark was in town on business, and craftily planned his trip around the PCNC meeting. Mark has previous been a guest at the PCNC Monterey get-together.

Garth Rodericks brought his wife **Leslie** to make her first formal appearance at a PCNC meeting.

Finally, Larry Finch brought his 16-year-old son **Chad** to his first club meeting. Somebody asked if Chad is allowed to drive the Pantera, and the answer was a resounding “NO!”

Changes To Last Month’s Minutes: Garth Rodericks’ father’s name is Roy, not Ray. There were no other changes noted.

Club Treasury Report: As the Kuehnes were out of town, Bill Santos stepped in to issue the report. The club is still cheerfully solvent, although we were about to write some final, big and fat checks to the Los Laureles Lodge for the Monterey event.

Club Membership Report: With a mischievous grin, Russ Britschgi reported that PCNC member and POCA president Dennis Antenucci had unceremoniously been dropped from the POCA membership rolls! After hearing from hundreds of angry POCA members about the problems they had encountered with our former POCA membership chairman, Dennis finally fell victim to exactly the same problem! Although he had sent his renewal check in, it was never processed and he was allowed to drift off into limbo. Thanks to the efforts of new POCA membership guru Judy McCartney, the problems have been resolved and Dennis is once again a member of the club that he presides over!

Past Events:

PONE Express: Larry reported that three Panteras took part in this high-speed open road race through the Nevada desert, along with engineless John Bentley, who flew chase overhead in a light airplane. All three Panteras finished, with Larry (gridded in the 150 mph class) briefly touching on 165 mph!



The Pantera team was the only one that brought their own chase plane!

Upcoming Events:

The club events calendar is looking rather sparse, with no formal events scheduled until the club Christmas party. Hopefully somebody will take the time and effort to change that; if you have an idea for an event, please contact Diane Dean....

PCNC Christmas Party — 6 December: With Christmas looming around the corner, this event has barely started coming together. We are currently scouting for a location large enough to accommodate us, as we have outgrown the venue we had used for the past few years. We hope to have a location dialed in by the upcoming meeting, but volunteers are still needed to help plan and execute the party. Please contact Diane if you would like to participate. The biggest available job is still reasonably small, and there are some genuinely small but important duties that are in need of volunteers also.

Buy/Sell/Swap:

New Billet Suspension Pieces: An unusually clean-shaven Greg Jacobs brought a pair of beautiful machined billet aluminum Pantera suspension A-arms, fabricated by JHP Motorsports (www.JHPMotorsports.com). These replacement a-arms are said to be stronger than the stock ones, and they use cheap and commonly available balljoints, unlike the stock stamped/tubular steel a-arms which require balljoints costing \$200 each!

Beautiful Stock Pantera For Sale: Larry Stock drive longtime PCNC member Jack Schiefly's red '71 Pantera to the meeting. It appears to be completely stock, although it has recently benefited from almost \$9,000 in maintenance, including an engine rebuild and a new clutch. The car is nominally for sale, with a probable asking price in the low to mid \$30K range.

News, Clues and Rumors:

De Tomaso Ink In Germany: Bill and Brett Santos recently returned from a vacation to Germany; while there they picked up a magazine featuring an in-depth article on the life of Alejandro De Tomaso; also featured was a short blurb on what appears to be a stunning Deauville. Sadly, the magazine was published entirely in German so all we could do is look at the pretty pictures. Where are Peter Herke or Alex Rolf when you need them?!

Jon Long Sighting: Well-known former member (and former professional Pantera mechanic) Jon Long was recently spotted at the weekly cruise at the Happy Daze Diner, driving his orange Pantera. He quietly stopped participating in PCNC/POCA some years ago, and more recently he stopped working on Panteras, but it's good to know he is still around and still enjoying his car.

Driving For Dinner Raffle: Terry Morofsky drove his beautiful red Pantera to the meeting, won the raffle, and had been wise enough to order up a big dinner to boot!

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

Iraqi Most Wanted playing cards — Steve Liebenow, Pam Sharp
Led Sled model — Pam Sharp
Cordless drill kit — Ken Levin
Stainless Steel gas tank shield — Jason Eaton
Carlsberg Beer T-shirt — Linda Liebenow
Wine — Brian Bernard
CD (of some sort?) — Mark McWhinney
Stock air filter — Curt Hall
Ford Centennial magazine — Larry Finch, Bob Benson
Car detailing gift certificate — Garth Rodericks
Bonneville poster — Larry Henley
Dunlop vintage racing poster — Chuck Melton
POCA Centerfolds — Mark Pinson, Daryl Johnson

The meeting adjourned to the parking lot around 9:30

PANTERA FOR SALE

1973 Pantera. Yellow with black stripe. Excellent condition, stock except for Le Carra steering wheel, Edelbrock Torqer intake, Holley carb, and Hall Pantera exhaust. Absolutely 100% no rust ever, runs great, doesn't overheat. Price: \$29,600. Car is located in Stockton, California. Phone Mike at (209) 931-1056. Color photos can be seen at:
<http://www.lammorada.com/pantera.html>



NEXT CLUB MEETING

**THURSDAY, August 28, 2002
8:00 P.M.**

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

UPCOMING CLUB EVENTS

December 6 _____ PCNC Christmas Party (Diane Dean)

January TBA _____ PCNC Superbowl Party (Location TBA)

Date TBA _____ Your Event Here!

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

www.PanteraClubNorCal.com



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Monterey Historics Weekend

Story and photos by Mike Drew

The annual extravaganza colloquially known as “The Weekend” has just come to a close, and once again for De Tomaso owners the weekend was a resounding success!

Diane Dean, Anita Kuehne and Linda Plescia had been working overtime to ensure that our stay at the Los Laureles Lodge was comfortable and enjoyable, and once again, they outdid themselves!

The weekend’s events began with the Concorso Italiano. This event sprang from humble origins as a small Maserati club meet (the DeRykes were the sole non-Maserati participants in the first year, joining 18 or so Maseratis in their Pantera on the lawn), but in recent years it had started to outgrow the long-time Quail Lodge venue. With the closure of the nearby Ft. Ord army base and its transfer to civilian control, the former military golf course seemed like a better venue.

It was closer to the highway, with more terrain, and more space to park the cars.

And so it was that this year the entire event moved to its new home. Parking and transportation issues were difficult for spectators, as shuttle buses were needed to get from the parking lot to the event site, and at the peak there were waits of upwards of an hour! Once on the grounds, however, ev-



The De Tomaso contingent was awarded with a front-and-center location on the side of a hill, overlooking the entire event

everyone was pleased with the new venue, for it was far more scenic than the old one. Thanks to this, the field was opened up for more entries, and there were at least 70 De Tomaso automobiles on display, more than any year since De Tomaso was the featured marque! Among the Panteras were three beautiful Mangustas, two of them belonging to PCNC members Larry Stock and Tom Galli, and the Longchamp of Dave and Linda Adler.



The Mangusta of Larry Stock was parking alongside the Panteras of Jim and Emilia Seiferling, Terry Morofsky and Greg Jacobs, in front of just a few of the 150+ vendor booths scattered across the Concorso grounds

Although a last-minute political schism within the Ferrari community resulted in a nominal boycott of the event by one wing of the Ferrari clan, this meant that there were “only” 900+ Italian cars on display, with over 400 Ferraris. Lamborghini’s 40th anniversary was celebrated, and curiously, the decidedly non-Italian Vector automobiles were invited as special guests. With five Vectors on display, this



Friday evening saw the hospitality suite abuzz with activity

had to have been the largest gathering of the type since they were first built!

Pantera International had their own judged car show in the midst of the event, and their Longchamp was covered with trophies to give away to the lucky winners. Pat Holleran's outrageous and highly modified Pantera won as best De Tomaso and went up against representatives from each of the other marques for best of show.

Following the Concorso, we made our way back to the Los Laureles Lodge for the PCNC Good Times Dinner.



Bob Lucas' Pantera got a flat-bed ride....



De Tomasos and De Tomaso lovers slowly began to filter into the dining area, where a sumptuous feast awaited them!

Careful map readers would have realized that by going north on Highway 1 for two exits, one could take Reservation Road around the back side of Fort Ord and neatly sneak up on the hotel. The rest of us drove like sheep, through miles of traffic jams, to get into Monterey to then get out of Monterey to get to the dinner!

Once at the hotel, the post-Concorso libations (and tall tales) both flowed freely, as the crowd spilled from the hospitality suite onto the front porch and the steps. Our attention

was diverted briefly when a tow truck arrived carrying the Pantera of Bob and Dena Lucas. While the tech-heads in the crowd were hoping for something really meaty to tear into, like an exploded clutch or a sucked intake valve, the problem turned out to be nothing more than a burst heater hose! With a bypass formed and the cooling system refilled, they were able to have a leisurely drive home, without the benefit of heater of course!

At the appointed hour, the crew made their way to the site of the outdoor dinner. Roger Sharp was in charge of parking representative De Tomaso automobiles on the grass surrounding the dinner, while the hotel's chef had outdone himself in creating a Mexican Fiesta of the first order! The crowd enjoyed a fine meal, in fine company. A brief moment of silence to remem-

ber the fallen spiritual fathers of the event (Ellis Woumnn and Tony Harvey) was followed by celebration, as Terry Morofsky had that day become engaged to his long-time beau, and returning expatriate Randy Welch was getting married the next morning! Randy and his lovely bride had further reason to celebrate, for in a shocking move, earlier that day he had arranged to purchase the Pantera of Jim and Anita Kuehne!

Getting married *and* buying a Pantera—for sure this will be a weekend they will never forget!

Ford was the featured marque at the Monterey Historic Races, and quite a few of us elected to go to the track, where Pantera International had a large Pantera corral, complete with an outstanding buffet luncheon. Ford had pulled out

all the stops, and there were more GT40s than you could shake a stick at, along with Cobras, GT-350 Mustangs (including several ultra-rare factory R-models), along with a host of competing marques, which together make this event the finest of its type in the world.

POCA members could be found among the competitors, including Sacramento's Carl Stein who started near the back of the grid in his 1966 Shelby Trans Am Mustang, and passed eight cars before the checkered flag flew!

Sunday morning, a few of us arose before the dawn to take in the Pebble Beach Concours. This year, among the other displays, there was a featured area for the works of Giorgetto Giugiaro, the designer who had created the coachwork for the Mangusta when he was the "boy genius"



Over 100 people enjoyed the splendid Mexican banquet

at Ghia in 1966. He subsequently founded Italdesign, and would go on to be named Designer of the Century. In between the Maserati Ghibli (both coupe and SS Spyder versions), Iso Grifo, and Bizzarrini Strada, there was an absolutely flawless red four-headlight Mangusta on display! Sadly, the owner elected to leave the engine hatches closed; it certainly would have drawn even more attention had the drivetrain been on display. But then again, it would have compromised those beautiful lines....

Those of us who simply can never get enough then made the trek back to Laguna Seca for the third and final day of racing. Due to the fact that many people sadly elect to drive home on Sunday, the crowds are considerably thinner and thus the viewing is that much better.



This lovely Mangusta was proudly displayed at Pebble Beach

It is with no little sadness that I viewed the sun slowly dipping into the Pacific. Determined not to waste hours of my life stuck in traffic, I instead wandered around the paddock, watching as priceless cars sat unattended amid lengthening shadows as the drivers and owners celebrated the successful conclusion of yet another Monterey Historics weekend with a big participant-only BBQ up on the hill.

The drive home brought with it a renewed sense of appreciation for these fine cars which draw us together, but more to the point, an added appreciation for the friendships formed, renewed and celebrated each year in the quiet seaside town of Monterey.