



news

www.PanteraClubNorCal.com

Volume 32

Issue 6

June 2005

PRESIDENT

Bob Benson
(408) 402-9806
RCBSons1@aol.com

VICE PRESIDENT

Terry Morofsky
(916) 984-1713
tmorofsky@comcast.net

SECRETARY

Mike Drew
(707) 452-9284
MikeLDrew@aol.com

TREASURER

Jim Kuehne
(408) 244-7095
JKuehne@kuehneconstruction.com

CLUB STORE

John Hansen
(307) 732-1818
jhansen@bresnan.net

LIBRARIAN

Sharon Renshaw
(925) 372-7021
KittyLuvr480@aol.com

RAFFLE CHAIRMAN

Larry Stock
775-841-0356
LarryS@PanteraParts.com

NAME BADGES

Doris Britschgi
(408) 866-1677
RnDBrit@earthlink.net

WEBMASTER

Mark McWhinney
(650) 906-6275
msm@portata.com

**MEMBERSHIP
COORDINATOR**

Russ Britschgi
(408) 866-1677
RnDBrit@earthlink.net

**EVENTS
COORDINATOR**

Diane Dean
(408) 683-4861
deandm@sbcglobal.net

**MOTORSPORTS
COORDINATOR**

Charlie Puckett
(707) 795-8274
pantini74@sbcglobal.net

Minutes of Meeting 26 May, 2005

The meeting was called to order at 8:07 by president Bob Benson. The officer count was a bit light, as Jim Kuehne was fixing tractors in Oklahoma, Mark McWhinney was on a business trip in Washington DC, Howard Renshaw was AWOL, and Mike Drew was driving his Shelby GT-350 clone on a vintage car rally through Denmark and Sweden (and visiting Swedish POCA members, naturally). However, PCNC vice-president Terry Morofsky (who has moved to Folsom) was here. There were 28 people in the room, with 10 De Tomaso cars in the parking lot, including Steve Liebenow's Mangusta. Steve took the meeting minutes for the missing secretary.

Larry Stock, the club's long-time rafflemaster, was missing also. Larry has completed the shutdown of his California business and is now residing full-time in Nevada, so he has resigned as the Rafflemaster. The club is now looking for somebody else willing to take on his responsibilities.

New Members/Guests: The club welcomed two new members. **Art Berg** from Pleasanton recently bought a yellow '73 Pantera in Wisconsin. He bravely decided to drive it home, and made it as far as Salt Lake City before it rolled over and died, and it had to be towed the rest of the way. The car is equipped with Weber carbs, and he is now frantically seeking a good tuner. This is his second yellow Pantera; he owned another one many years ago, but had to trade it in for a wife!

Gary Tatti met Larry Finch at "Concorso Fresno", and is now on the hunt for a good Pantera to call his own.

Club Treasury Report: As Jim was in Oklahoma, there was no treasury report.

Club Store Report: Gary Kono was present, standing in for John Hansen. He reported that the club store proceeds from the Las Vegas event were down, way down this year, most likely due to reduced attendance, and the very nice weather (it's hard to sell sweatshirts and jackets when the weather is nice). The club store hours were also cut back because the hospitality suite wasn't open as much as in previous years.

Club Membership Report: Russ had nothing significant to report.

Club Website Report: Mark McWhinney was absent so there was no report. Check the website (at www.panteraclubnorcal.com) for updates on past and upcoming events.

Past Events:

Air Conditioning Tech Session: This tech session was not very well attended, and as a consequence not very much work was accomplished. Two air conditioning systems were attended to, and Roger's new lift was put to work, by installing a new oil pan on Jim Cain's Pantera, the former Tony Harvey car, now back on the road after the necessary missing pieces were sourced from here and there. (The car was subsequently towed to Vegas, where it ran fine both off and on the track).

Las Vegas Fun Rally: Bill told the story of his "trip" to Las Vegas. After 29 years of trouble-free ownership, Bill's Pantera finally suffered damage when he lost control and spun the car off the road on a particularly twisty section of road. He said that a combination of a slow road and a fast car and a moment's inattention led to the car running wide, spinning and going into a ditch and up on its side! Fortunately he and Brett had just installed new five-point racing harnesses, and those coupled with highly supportive Corvette seats kept Bill completely injury-free. Thank goodness! But damage to the car was fairly extensive. (Brett was riding in Mike Drew's 427 Cobra at the time).

For the full Las Vegas rundown, to include a report on the track event, see the story elsewhere in this newsletter.

Oops: At this point, Steve Liebenow wrote: "Stupid fingers somehow deleted meeting notes... lion's share... stupid windows... stupid small laptop keyboards...stupid fat fingers..."

Apex Motorsports Car Show: Four Panteras and a CAV GT-40 were present at this car show, along with a huge plethora of late-model Mustangs. The show was very nice! We're looking at holding a dyno day there later this fall.

Upcoming Events:

Monterey Historic Races Weekend — 18-21 August: Linda and Diane are working on the Monterey event, hoping to keep the prices for the rooms the same, although the larger suites will probably go up. The dinner will feature a '70s theme.

Concorso Italiano — 19 August: The cost for initial registration for the Concorso Italiano has gone up to \$100. You can find out more at www.concorso.com, or see the flyer elsewhere in this newsletter (if there's room for it).

Hot August Nights — 31 July-4 August: Larry Stock will try to coordinate a Pantera group for this year's event. Contact him if you're interested in going. And as the event is for 1972 and earlier cars, regardless of the actual build date of your car, make sure you register it as a 1971 or 1972 Pantera!

Upcoming Events In The Works: There are several events currently in the planning stages. Diane is working on another tour of the Tank Museum, perhaps sometime in July. Greg Jacobs is trying to organize a go-kart racing day, and Brian and Kathy Gentry are planning on hosting an overnight road trip to Paso Robles where they would stage a big BBQ sometime after August.

News, Clues and Rumors:

Insurance Follies: Peter Covacs came through in a big way and volunteered to tow Bill's wrecked Pantera back to his home in Modesto, and loaned Bill his own Pantera in exchange. At his house, he then gave Bill an old Mercedes to drive home in! AAA loaded the damaged car on a flatbed and towed it off the hill, and when they went to pick it up on the way home, Bill was able to fire it up and drive it into Peter's trailer, even with a busted wheel and flat tire.

Bill has had several conversations with State Farm, and based on their initial analysis of the damage, they came up with repair numbers that matched his stated value, and are wanting to total the car out. Not so fast please! Bill is working on keeping the car and getting it repaired, perhaps out of state where the repair costs would be lower. Everything is up in the air right now, as he casts his net far and wide looking for suitable repair facilities.

Fun with LEO's: Chuck Melton entertained the crowd with a story of a recent involvement with law enforcement officers over towards highway 1 and the lighthouse. The story involved smoking tires, and Officer Unfriendly, and backed-up cars in the passing lane....no ticket resulted, but there was a *stern* warning given to slow down!

Raffle Results: Steve's notes didn't mention who ran the raffle, but he did include partial results:

Brake Cleaner — Bill Santos
Poster — Brian Bernard
Screwdrivers — Darryl Johnson

Steve then wrote: "Missed any others trying to recreate stupid lost info.... will fill in blanks as it comes back at me...." Except nothing else came. The meeting was adjourned to the parking lot at 9:40 p.m.

Membership

News

(TBA--to be supplied by Russ)

Concorso Italiano Flyer
(separate PDF file)

2005 Las Vegas Fun Rally

Story by Mike Drew

Photos by Jim Murch, Chuck Engles and Mike Drew

Thanks to an unusually wet winter, the traditional PCNC convoy over the Sierras was re-routed to instead take a more southerly route to Las Vegas. Former PCNC president Rich James kindly invited us to stop by his home in Visalia for lunch.

A convoy of about ten Panteras departed the south bay and met up with two more Panteras and my 427 Cobra replica at a juice stand on Hwy 99, and then we travelled as a group to Rich's quiet home. There he had laid out a fantastic luncheon, including some absolutely dynamite chili. It was great to see him again, and we spent some time in his garage checking out his straight but forlorn 1970 Mangusta, which really needs to find a new home (if you've always had a hankering to own one of these cars, give Rich a call!)

The next leg of our journey took us to Kernville, along a delightfully twisty and scenic road. Some of us lit out at a sporting, yet thoroughly safe pace, while others chose to amble along rather more serenely.

When the first group got to the bottom of the hill, they expected the rest would be along shortly. After a lengthy wait, word was finally received that the back end of the convoy had stopped because Bill Santos had crashed!

Brett Santos had been riding with me, and of course we were all concerned, but relieved to hear in the same breath that Bill was completely okay. Bill had gone wide on a left-hand corner, got two wheels into the gravel, then spun around



Rich James had a whole passel of Panteras in his driveway at his Visalia home, where we stopped for a great lunch

and crossed the road facing backwards, sliding into a ditch and up onto his right side, before falling back to the road.

All right-side sheetmetal was damaged, the suspension was broken and the rear wheel as well. But most importantly, just recently Bill had installed highly supportive Corvette seats as well as five-point racing harnesses. These conspired to keep him safe and secure inside the car, and thus he received nary a scratch. Oddly, the decklid and front trunk both popped open and deposited all their luggage into the

road, before both neatly closing and latching again!

After much coordination, a tow truck was summoned to haul the car back down to a storage facility on Hwy 99, while Bill and their luggage were spread among the other cars in the group. He gamely continued along, determined to go on to Las Vegas and have a great time regardless of the circumstances!

Our rather large group ambushed an Italian restaurant in town and there enjoyed a terrific meal.



Diane Dean and Forest Goodhart sadly examine the aftermath of Bill Santos' off-road excursion. The car flipped up onto its right side but thankfully Bill was completely unhurt



Several members of the tech crew attended to Diane's water leak, which was caused by a loose hose clamp

We also were pleased with the accommodations at the Kernville Inn.

Our departure in the morning was delayed somewhat by a water leak on Diane Dean's radiator, thankfully attributed to nothing more than some loose hose clamps. A few minutes later and we were on the road. After a brief stop in Baker (where the cheapest gas was \$3.14 a gallon for premium!), the group rolled in to Las Vegas without further incident.

We pulled into the Orleans hotel not really knowing what to expect. We were pleasantly surprised at the terrific accommodations, helpful staff and lack of stale cigarette smoke!

The next day was the first of our two-day track event at Pahrump, about 55

miles to the north. As one of the event staff, I departed the hotel before 6:00 a.m. in order to be in place when the gates opened. I noted what looked like fog up ahead, but a few minutes after hitting the road, I found myself in the middle of a complete downpour! Although my car has no roof, I found that I could keep dry as long as I kept the speeds above about 50 mph. And 100 mph worked too! Sadly, a big water leak left my leg totally saturated however.

We had record attendance at the track event, with over 50 cars signed up, including no less than 36 Panteras! Even though it was pouring rain initially, the forecast was positive. After a lengthy driver's meeting, the track was opened up for low-speed touring laps, both to familiarize the drivers with the extremely technical and complicated track, and also to let the cars dry the track off before the speeds became elevated.

The rain stopped mid-morning, and by noontime the sun was out and the track was drying out nicely. We then had a



Larry Stock splashes through the rain on his way down the front straight



By the afternoon, the track had dried and racers enjoyed fantastic conditions

terrific afternoon of driving, marred by only two mechanical maladies—Alan Foster's Manta kit car devoured its own gearbox, and my 427 Cobra suffered a damaged pushrod and rocker arm, and had to be hauled back to the Shelby shop in Las Vegas on a trailer.

The weather the next day was spectacular, and everybody enjoyed tons of track time. In the afternoon, the race was held, with Dennis Quella and Gregg Esakoff electing to start from the back of the pack, and three "Radical" sports-racers started at the front.

Dennis and Gregg quickly started cutting their way through the pack with Gregg in the lead.



The paddock was intimate, but not crowded, as Panteras mixed with Brand X machinery

In the meantime, Charlie Puckett had an oil line break loose on his dry sump system, and thoroughly oiled down 80% of the track before discovering the problem. The race ended with Dennis in the lead, after he slyly fell off the track in a cloud of dust, and Gregg let his guard down and then allowed himself to be passed in a corner.



Mark McWhinney blasts through a corner in his '71 Pantera

Numerous volunteers then leapt into action, and helped the corner workers spread dirt on the oil. Once the oil was soaked up, the track opened up again, and remained open for the full duration of the afternoon, at which point most people had tired out, and everybody else was just running in one big happy group.

The event was a financial success this year due in no small part to the generous donations from our sponsors. The



My Cobra was an absolute blast on the track—until the motor broke. I fixed it and drove home Monday



The Orleans hotel and casino proved to be an outstanding site for the Fun Rally, with great secured parking

owners of the track had three Radicals on track and gave rides all day long; they even paid us for their track time, on their own track!

Yes, we have reserved the track for next year! And with construction under way to lengthen the track, it should prove even more suitable and entertaining for Pantera drivers.

The event came off as a great success; our two food vendors both benefited from PCNC's good fortune, as due to our financial health we decided to treat all participants and workers to a free lunch and coffee. Thanks to the hard work of Karen Puckett, the organizational side of the event was flawless. And amazingly, not a single Pantera suffered any mechanical mishaps, nor were there any off-track excursions! It was literally the safest and smoothest-running track event anyone could remember.

Back at the hotel, we enjoyed secured parking on the top floor of the multi-story parking structure, which was a rather lengthy walk from the main part of the hotel. The casino offered all the usual treats, plus numerous dining options, ranging from Subway to expensive restaurants. The hospitality suite was rather bland, since it didn't incorporate a proper bar as the Plaza used to enjoy, but it did the job.

With no Fremont Street display, many more people than usual decided to take part in the Mt. Charleston brunch run. We ambushed the Mt. Charleston Lodge, and their one cook soon found himself having to cook breakfast for over 100



Due to the fact that there was no Fremont Street display, the Mt. Charleston run was heavily attended, leading to one seriously stressed-out short-order cook!

people! So the service was slow, which we all understood. And besides, it just gave us more opportunity to talk with one another!

The afternoon technical question-and-answer session was well-attended, and at the end of the day, we all piled into a ballroom for a buffet dinner and raffle. There, awards were given, acknowledgments made to the track event participants and sponsors, and then the raffle was held. Due to a sudden loss of POCA's rafflemaster, the prizes were relatively thin this year, but that didn't seem to impact participation that much, and ticket sales were great.

Early Sunday morning, all the PCNC members (except me) set off for what proved to be an uneventful drive home.

And as for me? Well, my new rocker arm and pushrod were delivered to the Shelby shop late Monday morning; I tore the valvetrain apart, changed the requisite parts, scooped out the metal shavings and debris, changed the oil, and then left Vegas around 4:00 p.m. for a banzai run home, arriving safe and sound at about 2:00 a.m.

Despite numerous misgivings regarding all the changes which took place at the same time (new hotel, different track), overall the fun rally was an outstanding success. The track event proved to be the best ever in the history of the Fun Rally, and the hotel met with universal praise. Hopefully attendance will return to its former levels next year, as the event organizers have promised some sort of car show to replace the Fremont Street affair.

In the meantime, the PCNC track committee is already hard at work planning next year's event. We can hardly wait!



Jack DeRyke hosted a well-attended tech talk, ably assisted by Larry Stock, Ted Mitchell and Bill Gagnon

NEXT CLUB MEETING

**THURSDAY, June 30, 2005
8:00 P.M.**

**COCO'S RESTAURANT
1209 OAKMEAD PARKWAY
SUNNYVALE, CA**

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

July 31-August 4 ————— Hot August Nights (Larry Stock)

August 18-21 ————— Monterey Historic Races Weekend (Diane Dean)

August 19 ————— Concorso Italiano (Diane Dean)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

www.PanteraClubNorCal.com



Russ Britschgi
143 Carlyn Ave.
Campbell, CA 95008