



news

www.PanteraClubNorCal.com

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PRESIDENT

Gary Kono
(831) 438-1458
GKono@yahoo.com

VICE PRESIDENT

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

SECRETARY

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

TREASURER

Jim Kuehne
(408) 981-2770
dmoseley@kuehneconstruction.com

CLUB STORE

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

LIBRARIAN

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

RAFFLE CHAIRMAN

Roger Sharp
(408) 463-9442
PPRSharp@aol.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**

Larry Finch
(559) 281-3497
PCNCVegasTrack@aol.com

Minutes of Meeting 27 April, 2006

The meeting was called to order by president Gary Kono at 8:04. Officer attendance was light; only Jim Kuehne, Diane Dean and Russ and Doris Britschgi were present. There were 30 members present and nine De Tomaso cars in the parking lot.

New Members/Guests: The club welcomed **Chuck**, a fellow who was just driving past in his Corvette Z06 when he spotted the Panteras in the parking lot, so he came in to just hang out with us.

Club Treasury Report: Jim Kuehne reported that he had received various checks associated with the track event, and also paid several large bills, but overall the treasury is still in good health.

Diane said that she has received many deposit checks for the Monterey event, which she'll hand over before the next meeting.

Club Store Report: Larry Finch modelled the latest version of PCNC's new T-shirt design; a slightly different version has been sent to the printer. John Hansen has resurrected several older designs as well, and spiced them up with vibrant color. For those who won't be able to purchase them in person in Las Vegas, they will be available from John by mail-order.

Club Membership Report: Russ had nothing significant to report.

Club Website Report: Although Mark was absent, he has been maintaining and updating the website while on his various travels.

Past Events:

Pre-Las Vegas Tech Session:

Gary expressed thanks to Roger and Pam for volunteering their wonderful home for this event. Plenty of Panteras were present, and "...all of 'em left but one!" There was a great turnout of people, and of course the food was plentiful, and excellent besides. Gary also expressed his thanks to Larry Stock for making the not-insubstantial effort to bring his parts, help and experience to these events, and urged club members, "Remember him when it comes to choosing a vendor for parts...for his volunteering spirit! Show him your appreciation."

Upcoming Events:

Silver State Classic Challenge — 18-19 May: From a high of 19 Panteras signed up to participate in this epic event, the number has dropped rather dramatically, but there is still time to sign up!

Restomods In Reno Car Show — 28 May: Mustangs Plus, the area's largest Mustang parts dealer, is hosting a weekend event in Reno, including a big car show; they have created a Pantera class. You can find out more about it at www.mustangsplus.com

Reno/Tahoe Panteras Fun Rally — 7-11 June: The Reno/Tahoe Pantera Club will again



be hosting a fun rally high in the Sierras; Harrah's hotel is once again the hosting facility. All the details will be announced in the May POCA newsletter; among the planned events are a dyno day, Go-Kart racing, a tour of a large private car collection, and more.

Vintage Mustangs Owner's Club Car Show — 17 June: The Nor-Cal Shelby Club is holding a car show at De Anza college in Sunnyvale, and they have created a special class just for Panteras and other De Tomaso vehicles. See their flyer elsewhere in this newsletter for more information.

Monterey Historics Races/Concorso Italiano — 17-20 August: Registration for the Los Laureles Lodge has been opened up to all POCA members. A \$100 deposit is required to hold your room; the event costs are still being worked out but will likely be very similar to last year. We only have 22 rooms available to us, and 20 of them are already reserved!

One of the themes of the Concorso Italiano is the 35th anniversary of the Pantera, so it stands to reason that there will be a higher-than-normal number of De Tomaso devotees present, so plan accordingly!

Buy/Sell/Swap:

Edelbrock Performer For Sale: Mark Savage announced that he had a 4V 351C Edelbrock Performer intake manifold for sale.

News, Clues and Rumors:

Road Trip To Knott's Berry Farm: Mark Savage reported on his drive in his recently purchased blue Pantera down to Orange County for the annual Fabulous Fords Forever show at Knott's Berry Farm. He dodged rain all the way down, and was surprised to find that of the four Panteras in the show, three were blue. There was also one Mangusta present, making the De Tomaso presence miniscule among the 2200 other Fords. He hit torrential rain on the drive home, and had to pack dirty laundry in the corners of his windshield to prevent water from pouring into the cabin!

Driving For Dinner Raffle: Garth Rodericks won a free dinner by bringing his beautiful daily driver Pantera to the meeting after work.

Raffle Results: Roger and Brett passed the hat, with the following results:

Angle Grinder — Brian Bernard
Hand cleaner towelettes — Brian Bernard
12V electric drink cooler — Russ Britschgi
Multimeter — Ken Levin
Pantera DVD — Mark Tumbarello
Zip ties — Mark Savage
Windex — Garth Rodericks
Canvas bag — Jim Kuehne

The meeting was adjourned to the parking lot relatively early at 8:57 p.m.

Membership News

May Membership Anniversaries:

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

Bob & Bobby Crowell: fifteen years

Joe & Glenda Perrucci: six years

Rich Walling: five years

Ernie & Katherine Gerloff: three years

Garth & Leslie Rodericks: three years

Randy & Linda Libician Welch: three years

Scott & Susie Carpenter: two years

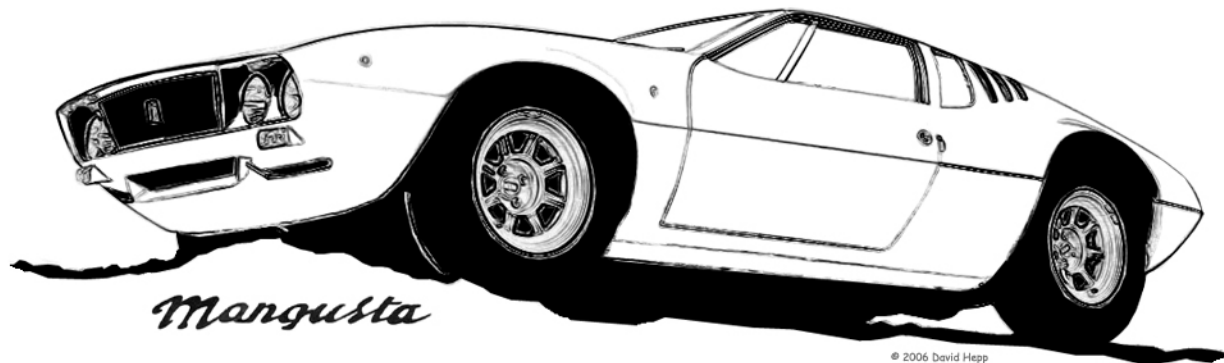
Dave & Cindy Rehberg: one year

Howard Renshaw III: two years

Terry J. Griggs: one year

Points Update:

There are now 11 members who have accumulated more than 100 points, exclusive of articles written, as of this date for 2006. Those members are Roger Sharp, Russ Britschgi, Larry Finch, Jim Kuehne, Pam Sharp, Diane Dean, Doris Britschgi, Bob Benson, Mike Drew, Mark McWhinney, and Gary Kono. These totals reflect a proposed change in points allocation in which points are given for participation in the track event at Las Vegas, for attending the Vegas Fun Rally and for working at the PCNC Store in Las Vegas.



The 2006 Las Vegas Fun Rally

Some Vignettes On What Works And What Doesn't

Story By Russ Britschgi

Photos by Mike Drew and Russ Britschgi

The Las Vegas Fun Rally is not as much about being in an adult fantasy land, as it is about cars and people and getting there and back. The adventure is in the journey. So with that in mind, what works and doesn't along the way is what makes it memorable.

For the group that left Morgan Hill on Tuesday, what worked was everyone getting to the starting point on time, but what wasn't working were the air conditioners in the cars of Roger and Pam Sharp, and Jim Kuehne. That was not a big problem in itself, but Roger and Pam were leading, and with the windows down this left car-to-car communications, either by CB or cell phone, severely hampered.

Just about five miles from Highway 99 Jim Murch's Pantera started dumping coolant. Doris and I were right behind him, and we were the last two cars in the parade. Quick radio communications with Jim revealed that he just noticed the spray coming off the back of his car and that the water temperature was in fact lower than normal. This was bad news as it meant the water level was now below the sensor, and things could be getting real hot real soon. Jim pulled to the side immediately. We were right behind him.

Everyone else went on to meet up with Mark and Cindy Tumbarello at 99 and 152. Doris informed them via cell phone of the situation while Jim and I assessed the problem. It turned out to be a water pump drive belt problem. The belt, a few weeks old premium quality Napa belt which is the same as a Gates XL and one of those with cogs that are supposed to lower heat build-up and extend belt life, had lost a section of cogs and had jumped out of the pulleys. The belt was just hanging off the water pump shaft and not doing much. Jim is a pretty quick wrench, and we were back on the road in about 30 minutes. What works is having a spare belt, a place in the shade to work and a couple gallons of water to replace the lost coolant. What doesn't is a Gates/Napa cog belt as I had the very same thing happen to me a few years back on another car I had. The belts are generally very good after they

make it through the first few weeks.

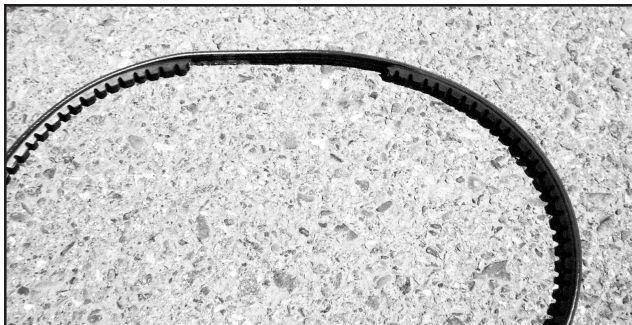
We all finally made it to the Kernville Inn after an enjoyable drive over some twisty mountain roads. Just as we all were relaxing in this quiet mountain community, Brian Gentry noticed that his muffler and tailpipe on the left side of his and Kathy's Pantera was sagging. Closer inspection revealed a little more serious problem than just tightening up a couple of bolts. Soon Jim, Roger and Brian were off to a local (15 to 20 miles away) muffler shop. It took some cutting, fitting and welding to get things lined up and done right, but it worked fine the rest of the trip. What works is having a shop near by in the mountains. What doesn't work are "bolt-on" exhaust systems, because all Panteras were not built the same.

On Wednesday the eight cars from Kernville made their way to Kramer Junction and met up with five more cars to continue the run into Las Vegas nonstop. A good plan, but not everyone got the word. Only about half the cars had radios. Roger at the front got a request to stop at Baker and said Okay. Jim who should have been following Roger didn't get the word and went on, as did most of the cars without radios. When driving on the freeway in heavy traffic it is easy to get some space between you and the others, but there should be some adherence to "formation integrity", see and be seen. Being at the back we saw some cars go on and some turn off. Doris and I opted to turn off, and had lunch. Those who went on had growling stomachs. What works is good communications backed up by visual contact. What doesn't work is...Oh well, we all survived anyway.

And of course there is nothing more embarrassing than a beautiful Italian sports car puking its guts out at the entrance to a hotel. It's probably happened to all of us at one time or another, and it happened again this year. We all know the various reasons and cures. So, what works is a Pantera at 80 mph. What doesn't work is the Las Vegas road network that is so far behind the traffic demand that the city is about one Yugo away from total gridlock.

The Thursday track event went quite well. The 52-mile trip from the hotel to the paddock took about an hour and 10 minutes, due mostly to traffic within the ever-expanding Las Vegas area. The weather was ideal with the temperature in the mid-80s but with a gentle breeze, not a desert wind. Things on the track went well with the occasional car coming down the front straight with a good coating of dust to indicate that its tires had not always been faithfully adhering to the pavement.

The tow truck was only called out once to rescue a Saleen Mustang from being high centered on a sand bar which also



Jim Murch was let down by a brand new alternator belt

bound up the shift linkage enough that it needed to be hauled back. This little excursion shut down the track for about an hour as Larry argued against towing until after the car got all four wheels on the pavement and at that time the driver figured out that the shift linkage was askew. What works is drivers limiting their off-road adventures to just two wheels. What doesn't is someone trying to save some time by not bothering to load the car onto the flatbed truck.

Since 52 miles in over an hour is nothing for a Pantera driver to write home about, at least three members of our chapter at different times sought to correct that problem



An attempt to save some time by pushing the stricken car off the berm instead of loading it onto the flatbed cost an extra 45 minutes of downtime



Larry Stock had the PPC trailer on-hand to supply any parts needs

on the return trip, resulting in certified reports of 87, 104 and 107 mph. What works is the Nevada Highway Patrol instant-on radar. What doesn't work is long range vision that can discern a dark blue cruiser from an ordinary car driving towards you in the opposite direction.

Friday's track event was even better than Thursday's. The only serious problem was a CAV GT-40 replicar that broke something and needed a tow. The car went off course and stopped. There were still plenty of cars on the track, but its driver insisted on getting out of the car and inspecting the damage even though it was on the side facing the track. This drove the corner workers nuts for a while.

The track was closed and the tow truck



Dave Briggs' CAV GT40 turned into a GT36 when the rear suspension collapsed while he was on the track



These cars have a known engineering defect which causes the rear suspension to fail; thankfully nobody was hurt



Bob Benson on his way to a well-earned 3rd place finish

which is much the same as found on a Pantera. In the case of the GT-40, the upright is manufactured in two pieces where the through bolt goes for a Pantera. The upright fractured and broke open allowing the upright to come adrift. This in turn allowed the rear wheel to toe out to about 30 degrees. Initial inspection seemed to reveal that damage was mostly limited to the upright. No body damage was noticed and most of the rest of the suspension pieces seemed to be in good shape. Shop time may show more problems. And of course the driver says the suspension broke first and the corner workers say the car bounced over the berm before anything broke. What difference does that make; the owner/driver pays the repair bills.

What does make a difference is a clear understanding of what to do when your car leaves the track and quits. Generally you are safer in a car than standing alongside it. However, if your car got into that spot by the edge of the racetrack, then why can't another out of control car get into that same spot? If you must leave the confines of the car, then clear the area. Follow the corner worker's instructions. It's always nice to know what broke, but it will still be broken after the track is shut down, and it is a lot safer to look over the damage then. So what works is an understanding that you as a driver are no longer in charge of anything when your car quits. What doesn't work is one's need to know what happened right away.

Friday afternoon saw the exhibition race event. What a fantastic start! All the big guns were up front thundering into the first turn with "slower" cars squeezing up tight behind due to the accordion effect. At the end of the first lap they were all pretty much in line as one might expect judging from the classes and modifications. Then the order shifted just as if

there was a plan that somewhere on the back part of the track all the cars would reverse positions putting the "faster" cars at the back and the "slower" cars at the front. What an amazing plan, a reverse grid to add interest to the exhibition of power!

But alas, there was no plan. It seems that one of the cars broke a water hose on the warm-up lap and dumped antifreeze in the middle of a turn. The big guys got there first on the next lap, and while they were sliding through the desert, the cars with cooler drivers got past.

This made for some interesting catch-up driving. Bob Benson in GTP-M (Grand Touring Production, Modified) was even able to hold off Dennis Quella's GTS-R until the very last lap when Dennis had enough of letting his full tube-frame race car be second fiddle



Dennis Quella struggled with an oil system problem all weekend. His oil pump would fill the valve covers with oil, blowing the breather off and coating the engine bay with oil. The only solution was to slow down, which is definitely not his style!

to a mere modified street car. Thus for the Panteras it was Gregg Esakoff, Dennis Quella, Bob Benson, and Larry Stock for the top four places. So what works is good hard driving, and what doesn't work is too much speed into the corners, especially when they have been well-lubricated.

There was plenty of opportunity for non-race Panteras to take to the track, and several PCNC members exercised their Panteras to the fullest. Mark McWhinney bailed off the track with smoke pouring out from under his dash, the victim of loose ammeter wiring. He later struggled with inoperative radiator fans; I guess we can call him "Sparky Mark" from now on!

The Fun Rally and Wrap Up Party went well. There was plenty of food and desserts. However, just as the after dinner recognitions, awards and presentations got started, the microphone became intermittent and then finally quit all together.

This was just in time for Larry Finch to hand out the track awards. Larry did a fairly good job of making himself heard, but his notes were a bit scrambled. Thanks to Brett Santos, who like his dad, doesn't let details go unchecked, Larry ran out of names and trophies at the same time. Larry owes a lot to Brett for watching over the trophy supply and keeping things together. So what works is having a good detail person at your side during presentations. And what doesn't work is the microphone at the hotel.

Following the track awards, the hotel came through with a microphone that worked fine for the rest of the evening, and CHPIE presented the awards for that afternoon's Pantera Display. The interesting thing is that Darryl Johnson's Pantera got Ladies' Choice Award. To which Darryl said, "Ladies' Choice. Hmm!" To which Connie replied, "Why Darryl, you have always been my choice!" I suspect Darryl was looking for something more like "biggest, baddest engine" or maybe "most outrageous body", but maybe he was really surprised and happy to be the Ladies' Choice. So what works here is the element of surprise and the support of a loving wife. And what doesn't work is not entering your Pantera or even bringing it to Vegas. Doris and I didn't bring our car and we got zilch.

This pretty much wraps up the good and the bad of the rally except for one thing. Sunday morning as a number of PCNCers were loading their cars for the trip home, Phil Camp of San Diego backed his Pantera out of its spot in the garage and it promptly drove a ring gear bolt through the bottom of the ZF. He only got about 15 to 20 feet before someone



"Sparky Mark" McWhinney tore into his instrument console to track down and fix an electrical fire, caused by poor ammeter connections

flagged him down and he returned to the parking spot. What a shame; he drove that car at the track hard all day Friday and now had problems. Just a half turn of the gears and oil was all over the place. So what doesn't work is ignoring a known Pantera weakness, non-safety wired ring gear bolts, until it breaks and causes expensive destruction. What does work is having this sort of problem at super-low speeds, in a place under cover, in a city where a pick-up and trailer can be rented, at the close of the event so as not to spoil the weekend, and with enough people around to commiserate and offer advice to take some of the weight off your shoulders. Sure, Phil has to bear the expense of hauling the car home and getting the lower cover replaced, but that is cheap compared

with what more could have happened and where this could have happened.

Thus what works is the Fun Rally, and what doesn't work is not being there. See you next year!

One final, final note: 100 miles from home, our contingent of four cars pulled off at a rest stop. Jim Kuehne (driving a Pantera recently purchased from Brian and Kathy Gentry) noticed that his left side muffler and tailpipe were a bit askew. Roger quickly supplied some baling wire, and Jim quickly supported the offending parts from his rear bumper with a short length of wire. Talk about embarrassing!

What works is every good Ford driver knowing you need to carry some baling wire. What doesn't work is Brian Gentry and left side exhaust pipes???

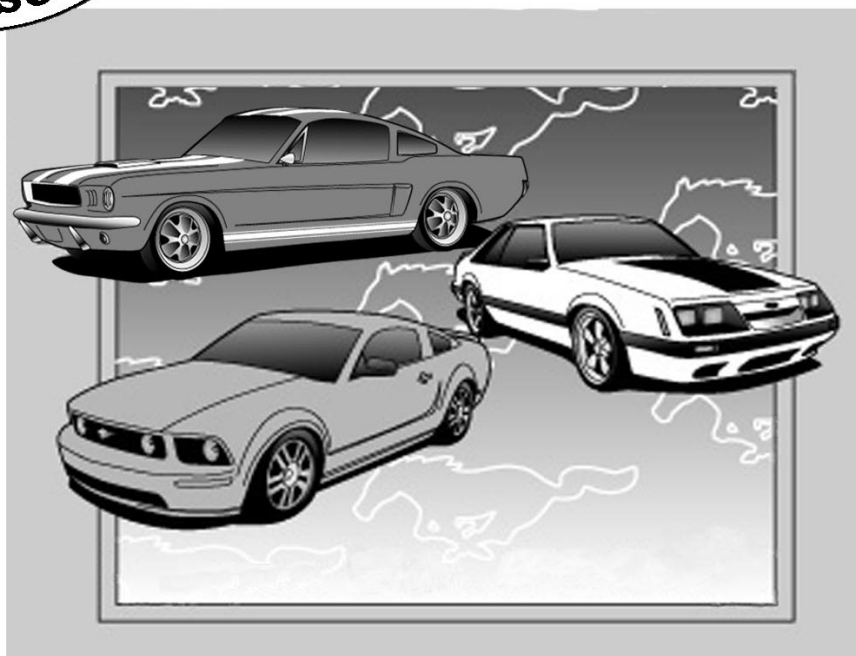


The hospitality suite was buzzing with activity all weekend long



29th ANNUAL VMOA CAR SHOW

SATURDAY JUNE 17, 2006
at De ANZA COLLEGE
(STEVENS CREEK BLVD. & STELLING RD.)
CUPERTINO, CA



All models and years of Mustangs, Shelbys and Panteras as well as 55-66 T-birds, 67-70 Cougars and 60-70 Ford and Mercury Muscle Cars are welcome

Fee for entries postmarked by 6/7/06: \$30 for 1st car (includes T-shirt)
\$20 for additional cars (without T-shirts)
Fee for entries postmarked after 6/7/06: \$40 per car (includes T-shirt)
Car Corral (Cars for sale): \$20 per car

Registration: 8:00 - 9:30 AM

People's Choice Voting: 10:00 AM - 1:00 PM

Awards Presentation: 3:00 - 4:00 PM

Free Admission for spectators (Parking \$2.00 on campus)



For additional information contact:

Tom at (408)374-4966 email: carshow@mustang association.com
or Neal at (415)740-7134 email: carshow2@mustang association.com
<http://www.mustangassociation.com>

NEXT CLUB MEETING

**THURSDAY, MAY 25, 2005
8:00 P.M.**

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

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

June 7-11 ————— Reno/Tahoe Panteras Fun Rally (Jim Nowlin)

June 17 ————— VMOA Car Show (Bob Benson)

August 17-20 — Concorso Italiano/Monterey Historic Races Weekend (Diane Dean)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

www.PanteraClubNorCal.com



Russ Britschgi
143 Carlyn Ave.
Campbell, CA 95008