



# news

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## Minutes of Meeting 28 September, 2006

The meeting was called to order by vice-president Bob Benson promptly at 8:00 p.m. Gary Kono was visiting family in Hawaii. The other missing officers were the Renshaws, Jim Kuehne, and John Hansen; Mark McWhinney arrived slightly late.

There were 32 members present and seven De Tomasos in the parking lot, including one Man-gusta.

**New Members/Guests:** The club welcomed **Steve Mooney**, who was a member of the club from 1992 to 1999. He had a very well-known silver 1972 Pre-L which he had converted at great expense to a GT5 by Hall Pantera; he subsequently sold the car to Terry Aultman, who in turn sold it

to Ron and JoAnn Singley. Steve regretted selling the car almost immediately, and has been licking his wounds ever since. He is now once again in the market for a top-quality Pantera.

Another blast from the past came in the form of **Rich James**, who was a long-time member and former club president. He moved away quite some time ago, sold his Pantera a few years back and is in the process of selling his Mangusta. He hadn't attended a meeting in the past ten years. Work has brought him back to the Bay Area temporarily and we expect to see him at meetings and events for the next few months.

Finally, **Jim Cain's mother** wanted to visit her granddaughter in Santa Cruz, and Jim told her that he'd be happy to drive her so long as they detoured through the PCNC meeting!

**Changes To Last Month's Minutes:** There were two changes noted; splitting the secretary and newsletter jobs without adding another board position besides would result in an even number of board members, not an odd number as stated. Also, Russ isn't contacting former PCNC members; instead he's going back through his old membership lists and culling the data and providing it to POCA membership chair Judy McCartney, who will be conducting a mass mailing campaign.

**Club Treasury Report:** As Jim was absent, there was no treasury report; presumably we are still solvent.

**Club Store Report:** Gary was absent also, so there was no club store merchandise, nor was there a store report.

**Club Membership Report:** Russ said he had nothing to report.

**Club Website Report:** Mark noted the lack of reports thus far, and cheerfully said he had something to report: "I've accomplished nothing!" This elicited a big round of laughter; in fact he has been updating the website on a fairly regular basis, and all the information for the club's upcoming events can be found there, including the Journey To The Gentry's II.

### **Past Events:**

**Nor-Cal Shelby Club Mini-Nats:** Unfortunately, there was no Pantera presence at Mini-Nats this year, although Jim and Emilia Seiferling did drive their car to spectate.

**Nevada City Brunch Run:** Capitol Panteras and Reno/Tahoe Panteras co-hosted a brunch run to Nevada City, and several PCNC members attended as well. Watch for the full story in next month's newsletter.

### **Upcoming Events:**

**Journey To The Gentry's — 14-15 October:** Brian and Kathy Gentry will once again be hosting the club at their home in Paso Robles; the club will make it an overnight event with wine tasting etc. See the flyer elsewhere in this newsletter for all the information. Please RVSP if you plan to attend.

**Thunderhill Track Day — 19 October:** Although not, strictly speaking, a PCNC event, a number of PCNC members have decided to run their cars at Thunderhill on 19 October. Because

it's a midweek date, the number of participants is low, which means track time is unusually high. Bob Benson is corralling the Pantera participants, so if you're interested, let him know! Although the event is technically now 'full', it's always possible that one or more people may drop out, so definitely inquire if you'd like to participate. Spectators are welcome also! All the information can be found on the "Events" page of the PCNC website.

**Capitol Panteras Lunch Run — 4 November:** Capitol Panteras will be having a scenic drive, ending up with lunch at the Spinnaker restaurant in Sausalito. Details are still being finalized, but they are reserving a large parking lot for club cars, and have invited PCNC to participate. Diane Dean is looking for volunteers to organize one or more convoys from the Bay Area; route possibilities include a non-scenic 'direct' freeway route, as well as a rendezvous further north which would enable us to join in the scenic part of the drive around Lake Berryessa prior to the lunch. If you're interested in leading the charge, please let her know.

As there won't be sufficient time to get another newsletter mailed before the event date, make sure you go to the PCNC website for the latest information.

**PCNC Christmas Party — 8 December:** The club's Christmas party date and location have been finalized; the party will be held in the same location as last year, the Crown Plaza Cabana, in Palo Alto on Friday, December 8th. Historically we have offered several menu choices, and reserved a block of rooms at the Hilton hotel for those who don't want to make a long drive home late at night. More information will be included in next month's newsletter, including an event flyer.

**Las Vegas Speed Trials — 26-27 April 2007:** Larry Finch offered a track event update. Club Spring Mountain, the country club operated by the track, is now up and running. We will be allowing their members to run in our event (under our rules and technical requirements), and for each of their members that participates, the track management will lower our costs by the amount we otherwise would have charged them. Financially we are in a strong enough position to seriously consider stepping up and running the longer, more expensive track, and Larry has reserved the entire facility, pending further discussion by the board.

### **Club Business:**

**Proposed Bylaws Change:** Extensive discussions took place regarding the proposal to split the secretary and newsletter editor functions into two separate board positions, and at the same time create another voting board position for the events coordinator. Russ has been handling the administrative side of this proposal, and gave an overview. PCNC is registered as a non-profit Corporation with the State of California, and if we change the bylaws, we will have to amend our articles of incorporation with the state, which will require an unknown but not insignificant amount of work for Russ, plus unknown but possibly significant costs. Russ has spent much time on various state websites trying to glean more information, but so far had come up empty with respect to specifics.

(More detailed information appears elsewhere in this newsletter).

Russ did note that the state does have the latest club officer information; Jim Kuehne has been updating it each year.

Amidst the talk of expenses and complexity associated with making this change, Tom Galli asked why it was even necessary, and put forth an alternate proposal, to instead assign an 'assis-

tant secretary' to help the existing secretary in times of his absence. This would obviate the need for any structural changes. What Tom (and perhaps many others) was unaware of is the fact that this is almost exactly the way the club operates now; Steve Liebenow is the official substitute secretary. (There is a minor legal distinction between 'assistant' and 'substitute' secretary). Tom went on to oppose the notion of the change for a number of unrelated reasons, mostly reflecting his concerns that doing so could 'highlight' us to the state and make us more vulnerable to some sort of investigation or audit.

Steve asked Russ to formally explain the status quo in his introduction to the bylaws change which appears elsewhere in this newsletter, so that the members can get a better feel for both sides of the issue.

After a great deal of discussion, Larry Finch made a motion to accept the proposed bylaws change as published for purposes of voting on it at the October meeting (or by proxy ballot, included in this newsletter). The motion was seconded and passed, and the meeting continued.

**Club Elections:** We are looking for a nominating committee to help recruit candidates for PCNC president, as well as any other board positions (to include new positions which might result if the aforementioned bylaws change passes). Russ asked for volunteers to man that committee, and after the meeting three individuals stepped forward.

### **Buy/Sell/Swap:**

**Low-Profile Third Brake Light:** Curt Hall brought in a low-profile third brake light, which can mount on the underside of the roof and dramatically improve the awareness of following drivers when the brakes are applied; Ron Deridios snapped it up immediately.

**Steve Mooney Bits 'n Bobs:** Steve Mooney had a box of parts left over from his Pantera restoration, including several sets of lug nuts, a complete set of poly suspension bushings, and a pair of Amerisport GT5-S side gills. He also had a single defroster register, two A/C registers (quickly snapped up by Mike Drew and Garth Rodericks), and brackets designed to tilt the front of the seat up for increased headroom and leg support.

**Instruments Available:** Chuck Melton has a complete set of stock gauges and will happily break the set up if an individual needs a specific gauge.

**Chrome Driveshafts:** Darryl Johnson has a set of chromed stock driveshafts with heavy-duty U-joints for sale, asking \$450.

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

**Panteras Featured In Autoweek:** A full-page photo of the De Tomaso corral was featured in a recent issue of *Autoweek* magazine; Jim and Emilia Seiferling could be seen walking behind Chuck Melton's Pantera.

**Concorso Italiano Website Mixup:** Apparently the Concorso folks are a bit confused about De Tomaso cars; on their official website, [www.concorso.com](http://www.concorso.com), in the De Tomaso section they only offer photos of Ferrari 308 GT4 Dinos! Chuck Melton brought it to their attention, and provided them with suitable photos of Panteras and other De Tomaso cars, so hopefully the

website will be updated and corrected soon.

**Driving For Dinner Raffle:** The winner was Ron Deridios

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

Electric drill — Tom Galli  
Exotic car calendar w/Vallelunga and Pantera — Steve Liebenow  
Autographed “Strega” Nevada license plate — Bob Benson  
Autographed “Dago Red” plate — Tom Galli  
12v drink cooler — Jim Murch  
Large De Tomaso flag — Tom Galli  
Water temp gauge — Curt Hall  
Transaxle drain plug tool — Chuck Melton  
Hand-free headlamp — Barry Hosier, Bob Lucas  
Fast Orange hand cleaner/paper towels — Russ Britschgi  
Drying towels — Diane Dean

The meeting adjourned to the parking lot at 9:30 for the requisite tire-kicking and story-sharing....

## Membership News

### New Members for October:

I have not received any new applications in the last 25 days and it is too early for POCA to have sent its monthly reports out, so there are no new members to report this month.

### 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:** twenty-one years  
**Bret Santos:** nineteen years  
**Mike & Nancy Haney:** fifteen years  
**Gary & Mary Ann Kono:** ten years  
**Dave Lindsay:** four years  
**Jim & Barbara Murch:** four years  
**Weldon Clark, Jr.:** two years

# The Proposal to Make Changes in the PCNC By-Laws

*By Russ Britschgi*

The proposed changes to the PCNC By-Laws as printed herein were discussed at length at the September general membership meeting. At that meeting no changes were made in the proposal and thus it is in your hands for either acceptance or rejection by either a proxy vote (proxy ballot enclosed) or by voting in person at the general membership meeting on October 26. Per the By-Laws, no amendment can be made at this meeting; only a vote up or down can be taken.

It should be noted that at the September meeting it was stated that if these changes are made they can only take effect after we file, and receive approval of, a request to change our Articles of Incorporation with the State of California. The problem with the State being that the Articles state, "The number of directors of the corporation shall be not less than three (3) or more than five (5)." Since the By-Laws changes would put the number at seven we will need to file a Certificate of Amendment of Articles of Incorporation. The fee for filing this form is \$30.00 plus \$8.00 for each copy needed beyond two. The paperwork seems straight forward, but we are dealing with the State here.

I have been trying to pick through the California Corporations Code (its *index* alone is eight pages long) to find pertinent sections dealing with what a Nonprofit Mutual Benefit Corporation (our designation) is, can do, and how it must be structured. I now have many pages of code that mostly refer to other sections of code. However, I believe the changes are doable.

Also during the discussion on the By-Laws changes, it was suggested that we might just appoint an Assistant Secretary and avoid the proposed By-Laws changes and the Articles of Incorporation changes. This would require rejecting the enclosed proposal and making By-Laws changes allowing us to do so. (The duties and authority of the Assistant would have to be written out). The existing Substitute Secretary needs no such bylaws changes, due to the reduced legal authority of a named substitute vs. an assistant.

In addition, during the discussion, it was suggested that we should avoid doing anything with the State as it might draw attention to us and they might come after us on a fishing trip for every, and any, mistake or failure that they may think we could have made. I say if we have done something wrong or are doing something wrong, then the sooner we find out about it and get it corrected the better. It is worse to ignore a leaky fuel line hoping it will not be noticed than to get it fixed now.

Thus we have some choices to make:

1. Accept the proposed changes, deal with the state and doubly check our procedures and records.
2. Reject the proposed changes and do nothing, keeping an assigned Substitute Secretary.
3. Reject the proposed changes and propose a change creating a formal Assistant Secretary.
4. Reject the proposed changes and propose a change to elect the Secretary and appoint the Newsletter Editor.
5. Reject the proposed changes and propose a change to elect the Newsletter Editor and appoint the Secretary.

Please remember the driving force behind all of this is to make the tasks of the club small enough for people to be able and willing to serve. If more voting members are added to the Board in the process then that is even a little more frosting on the cake.

The proposed changes, with deletions in strike through print and additions in bold italic print, are:

## ARTICLE IV Officers and Directors

### Section 1. Officers.

- a) The officers of PCNC shall be the President, the Vice-President, the Secretary, the Treasurer, ***the Newsletter Editor & Publisher, the Events Coordinator***, and the Membership Coordinator.
- b) Collectively these ~~five~~ ***seven (5 7)*** officers constitute the Board of Directors (Directors) of PCNC.

## Section 6. Secretary.

- a) The Secretary shall keep a corrected book of minutes of all the meetings of the Directors and of the Members; with the time and place of the meeting, how called or authorized, the notice thereof given, the names of those present at Directors' meetings, the number of members present or represented at Members' meetings, and the proceedings thereof.
- b) The Secretary shall keep a current roster and mailing list showing the names and addresses of the Members of PCNC.
- c) ~~The Secretary shall prepare and mail PCNC's monthly Newsletter. Items to be included in the Newsletter are: a summary of the monthly meetings, events' flyers, a calendar of events, articles submitted by PCNC's members, PCNC's Store items, new members' names, address changes, and other material of interest to PCNC and its Members.~~
- d) The Secretary shall keep and maintain all PCNC records not of a financial nature, and all correspondence, and the official copy of the By-Laws.

## **Section 9. Newsletter Editor & Publisher.**

- a) *The Newsletter Editor & Publisher shall prepare and mail PCNC's monthly Newsletter. Items to be included in the Newsletter are: a summary of the monthly meetings, events' flyers, a calendar of events, articles submitted by PCNC's members, PCNC's Store items, new members' names, address changes, and other material of interest to PCNC and its Members.***
- b) *The Newsletter Editor & Publisher shall maintain a file, either in an electronic or printed format, of all published newsletters.***

## **Section 10. Events Coordinator.**

- a) *The Events Coordinator shall work with each event host to ensure that planning, publicity, and insurance are all in place.***
- b) *The Events Coordinator shall also maintain an Events File of past events held by PCNC. Such a file shall contain information that would be helpful in planning future events similar to those in the file.***

# A Note from the Secretary

*by Mike Drew*

This club operates on democratic principles, but it is difficult for the PCNC board to determine the appropriate direction to take the club if the membership doesn't actively participate in the process. Included with this newsletter is a proxy ballot, enabling everyone to participate in the vote on the bylaws change currently before us, and I believe it's important for everyone to do so.

Some people mistakenly believe that separating the secretary from the newsletter editor position would be done for my benefit, but in fact I am opposed to the proposed change for a several reasons. Creating a new position means we need to find somebody willing to take on the not-inconsiderable level of work involved, which may be difficult. Depending upon who takes the job, it could potentially make my job as newsletter editor slightly easier, but I predict it would actually make it more difficult, perhaps considerably so. Changing the structure of the club is a non-trivial task for Russ Britschgi, involving a fair amount of government bureaucracy. Finally, I'm a big believer in the axiom, "If it ain't broke, don't fix it." Steve Liebenow has been performing admirably as Substitute Secretary in times of my absence, and with his help I've been able to get a quality newsletter published every month for the past 15 years.

I recognize that those who oppose the *status quo* are very sincere in their convictions, and their arguments deserve to be considered as well. Regardless of how you feel, I urge you to let your voice be heard by voting, either for or against the measure, either in person or by means of the enclosed proxy ballot. On behalf of the board, I thank you in advance for your participation in the resolution of this issue.

# Monterey Historics Weekend

*Story by Mike Drew*

*Photos by Mike Drew and Garth Rodericks*

As the summer draws to a close, there is a seemingly inexorable influx of sports and classic cars to California's Monterey peninsula; once again it's time for the annual Monterey Historics Races weekend. The tradition of roadracing on the Monterey peninsula extends all the way back to the 1950s, when races were held on the scenic 17-mile drive. A series of accidents and fatalities caused the races to be halted in the late '50s, and shortly thereafter a dedicated race track called Laguna Seca was opened on ground leased from the Army at nearby Ft. Ord.

As racing cars continued to de-



*The earliest pushbutton Pantera present was #1089, a European-market pre-production car now equipped with custom one-slot 17-inch wheels*



*Darryl Adams brought his beautiful Mangusta all the way from the Chicago area. The show also featured a collection of classic wooden Italian speedboats*



*Paul DaCruz assumes the position to get his visor autographed by a bemused Tom Tjaarda*







*Jeff Budelli's heavily chromed GT5 conversion wowed the audience with its twin nitrous oxide tanks*



*The newest De Tomaso present was this 1996 Guara, formerly owned by Steve Wilkinson*

velop and get faster and faster, older models were discarded and ignored as they rapidly became obsolete. In the late 1970s, a few visionaries led by enthusiast Steve Earle saw the significance of these older cars, and Earle and his friends chose to stage a gathering for historic racing cars at Laguna Seca, timed to coincide with the Pebble Beach concours (which also dated from the 1950s).

Fast-forward to 2006. The Monterey Historics Races weekend has grown to be the most important and popular classic car gathering in the world. With the races and the concours acting as the anchors of the weekend, various satellite events have sprung up over the years, so that now there is a



*Pat Holloran showed his recently completed Pantera Spyder prototype, based on a commissioned design by Tom Tjaarda*



*Tom Tjaarda discussed the Pantera's design heritage with show host Keith Martin before a packed crowd of onlookers*

dizzying array of attractions (many of them in competition with one another) vying for the attention of the automotive enthusiast.

With the advent of the Concorso Italiano, a car show dedicated strictly to Italian cars, Pantera owners had even greater reason to make the trek to Monterey. This was even more true in 2006, where the 35th anniversary of the Pantera was to be formally celebrated, and Pantera designer Tom Tjaarda would be a special guest.

Once again, the Pantera Club of Northern California arranged top-class accommoda-

tions at the Los Laureles Lodge in nearby Carmel Valley. This charming country inn boasts a five-star restaurant, secluded parking, and a charming party room which forms a terrific hospitality suite. Additionally, *Pantera International* had their own hotel in Monterey proper, and many more Panteras could be found there.

Friday morning dawned with a light overcast, and savvy Pantera owners took a clever shortcut that enabled them to drive straight into the show grounds with no issues. As a matter of fact, the event organizers seem to have sorted out the traffic congestion problems which had plagued this event in the past. Participants and spectators alike enjoyed smooth sailing, and before long more than a thousand Italian sports cars were on display.



*The owner of this Ferrari F40 ran over 200 mph at Bonneville on Thursday, then hauled the car all night to display it at the Concorso Friday morning*



*Darryl Johnson graciously accepted his trophy from Tom Tjaarda and George Pence*

The De Tomaso contingent has been shepherded by *Pantera International* since the advent of the event, and we traditionally enjoy some of the best real estate. The De Tomaso display was especially impressive this year, with 83 cars present, including no less than five Mangustas, and a Guara. Some of them had travelled great distances to be here, with a yellow Mangusta coming from Pennsylvania, and Darryl Adams' beautiful four-headlight silver Mangusta coming from the Chicago area. One more Mangusta failed to make the show when the owner couldn't get



*Mark Tumbarello was a one-man AAA service, as he used his Pantera to jump-start the flat batteries of Jim Cain, and then Jim Nowlin. Although initially they had difficulties, ultimately both cars drove off under their own power*

the car to start that morning!

There was also an unusual collection of five pushbutton Panteras, curiously all from the San Diego club, parked side-by-side in a position of honor. The earliest car was #1089, the 89th Pantera built, and it had a number of highly unusual features, including many which were markedly different from the other four Pushbutton cars.

Tom Tjaarda was invited to speak about the De Tomaso cars both in the morning and the afternoon, and groups of cars were lined up to cross the stage in front of an appreciative crowd as he shared his insights into the cars' designs.

Tom also had a new Shelby Series II on display. This evolution of the Shelby Series I sports roadster featured a body redesigned by Tjaarda, and he was justifiably proud of the improvements he had made to the original design.

Later in the afternoon, new PI director George Pence and Tom Tjaarda together issued trophies to the various winners in the De Tomaso class. Several PCNC members took



*Concorso Best of Show honors went to this Bizzarrini 5300 GT Strada, powered by a Corvette drivetrain*



*The outdoor dining area of the Los Laureles Lodge was surrounded by De Tomaso cars for the annual PCNC Monterey dinner*



*The menu featured a superlative Italian buffet, topped off with decadent desserts*



*The dinner was punctuated by a surprise birthday celebration for Diane Dean*

home trophies, but undoubtedly the most spectacular car present was the custom-built Pantera Spyder, specially designed by Tom Tjaarda for owner Pat Holloran.

Following the Concorso, about 90 Pantera owners gathered at the Los Laureles lodge for an Italian-themed dinner. Seated outside on a beautiful patio, surrounded by De Tomaso cars, the group enjoyed splendid Italian food, and several folks took it upon themselves to uncork and drink the centerpiece vino!

Diane Dean was surprised with a piece of birthday cake, and also received a well-deserved round of applause for the hard work she had invested into the event. She was ably helped by Doris Britschgi, Kathy Gentry, Pam Sharp and Linda Plescia as well.

The next morning, most people

trooped to the racetrack to watch the historic races. The racing was split into several classes, with the Trans Am and Formula 1 cars as the highlight feature on Saturday and FIA prototypes featured Sunday.

Speaking of Formula 1, Toyota was on-hand to demonstrate their current F-1 racer, and attempt to smash the lap record of 1:07.772, set by Helio Castroneves in a Penske CART racer in 2000. Despite the fact that the circuit is now more bumpy and offers less grip, Toyota test driver Ricardo Zonta demolished it with a 1:06.309. He said the car carried 20 laps worth



*Socializing continued in the hospitality suite into the wee hours of the night*



*Capitol Panteras member Carl Stein in his Shelby Trans Am Mustang plunges through the legendary Corkscrew*



*Tom Tjaarda's restyling of the Shelby Series I has been christened the Series II*



*Ricardo Zonta absolutely demolished the Laguna Seca track record in the 2006 Toyota Formula One car*

of fuel, and there was more speed to be had if Toyota had wanted him to go any faster. With the point made, Sunday afternoon's demonstration laps ended in incredibly smoky burn-outs and donuts, which brought the crowd to their feet.

*Pantera International* once again hosted a fantastic catered BBQ at the track on Saturday, complete with VIP parking for the De Tomaso cars.



*This European Pantera GT5-S was just purchased by Bruce Adair of San Francisco. He plans to join PCNC shortly, and the car will soon appear at our tech sessions for some TLC*



*The AMX/3 was designed by Bizzarrini and powered by an AMC 390 V-8. Only a handful were produced before AMC killed it; this is #4 of only six originally produced*



*The Swiss automaker Peter Monteverdi conceived the Hai, which was powered by a Chrysler 426 Hemi. Only three cars were completed before the project was cancelled*

While numerous marque clubs enjoy reserved parking, the Pantera gang is unique in having such fantastic hospitality, thanks to the efforts of Dave and Linda Adler, and now new director George Pence. Tom Tjaarda was on hand most of the day, chatting with owners and signing autographs, and proudly showing off the Shelby Series II.

Early risers on Sunday morning travelled to the Pebble Beach golf course, site of the legendary Pebble Beach concours. Along with the usual collection of the most spectacular classic cars in the world, there was a special display of mid-engined prototype and concept cars. Basically a collection of wanna-be Panteras, the display included extraordinary designs such as the Monteverdi Hai, ATS 3500, Bizzarrini P538, Alfa Romeo Tipo 33/2, and the AMC AMX/3.

Sunday's racing featured a completely different batch of cars from Saturday, so you had to attend both days to see all the cars at speed. The second day's racing featured Cobras and Shelys, big-block Cobras, and GT40s, which definitely quickened the pulse of the Ford-powered faithful.

All too soon, the racing drew to a close, the cars were loaded aboard their transporters, and Pantera owners joined the throngs of spectators in lesser cars as they made their



*The one-of-a-kind Bizzarrini P538 coupe was constructed in 1968 for Amedeo, Duke of Aosta, Italy*

way back towards their respective homes.

If you haven't taken the time to visit the Monterey peninsula during the Historics weekend, you are missing out on what is literally the greatest car enthusiast weekend in America. Next year's event will once again be held in mid-August; start making plans to be there now!

# A Classic Car Weekend

*Story by Markus Woehler*

*Photos by Markus Woehler and Mike Drew*

By my own choice and circumstance, I have been a marginal member of the Pantera Club of Northern California since Tony Harvey dragged me in many years ago. Some of my lethargy comes from being out of the country for an extended period of time. However the major reason is that I simply do not trust driving my 1972 silver Pantera anywhere outside of towing distance from my home in Monterey. I bought it in original condition in 1995, made some minor modifications including a stroked motor and some better-looking wheels, but basically it is not much different than it was 34 years ago.

Since that fateful day when I bought the car, something has always been going wrong. The problems are never related, but just keep popping up at the most unfortunate moments and are significant enough to keep me from having the confidence to drive the car on a regular basis or far from home base. Thus the reluctance to even come to a club meeting once a month, much less a trip to wine country or other fun club events. Forget Vegas! I am much happier in one of my other more modern cars or motorcycles, since they will guarantee that I will get home.

Enter Mike Drew, the traveling Pantera aficionado and part-time mechanic with every important Pantera resource hard-wired into his computer and mobile phone. This summer, Mike was bringing a family car to nearby Salinas for a transmission overhaul and agreed to stop by to say hello and see what was happening with the mystery Pantera that is never seen. He tested the car, found some potential problems, listened to my tales of woe and distrust and then made a very broad open-ended promise. He would find a way to get my car roadworthy and useable again. That is how the Monterey Classic Car weekend turned into this article.

Mike decided that the time to fix many of the immediate problems was the Thursday prior to the start of the "big weekend" and he agreed to bring tools and parts to fix the steering rack, as well as an electrical relay kit to fix lights. He would also attempt to attack an apparent vacuum leak that was preventing the car-



*Local Shelby club member Dennis Duke didn't know me from Adam just a week ago, but he spent several days at my house working on my Pantera! He learned a lot about carburetors in the process*

buretor from operating properly at idle. All was set for the big weekend tech session when I took the car for one last outing to the local car show held every Thursday summer night at Baja Cantina, knowing full well that my car would in all probability be out of commission for the next few weeks. Baja is always good for some complimentary remarks and an ego boost, even when you know your favorite ride is about to become a garage queen.

As I pulled into the parking lot of the restaurant, which was already full of vehicles from all ages and types, a quiet man stopped me and asked about my car. He introduced himself as Dennis Duke from the

Shelby club, and asked if I knew Mike Drew. Small world we live in! I told him that Mike was coming the following Thursday to help with my car, prompting Dennis to ask where I lived. Not giving much more thought to it, I went on about my business and found to my surprise that Dennis contacted me the following week and came over to assess the problems with my car, and insisted on joining Mike to help work on it. Lo and behold, Thursday noon, both Dennis and Mike showed up with tools, diagrams and an absolute willingness to get dirty and fix my car. What a great deal! Both members of different car clubs, but with the same philosophy on lending their expertise.

Mike started to take the steering rack apart, taking great pains to insure that I followed the whole process and to make sure that I got my hands greasy as well. At the same time, Dennis, with the help of a local Cobra engine builder, had determined that the real culprit was probably the carburetor rather than the initially suspected manifold vacuum leak. He took the carburetor off and left for a few hours to seek help on diagnosing the problem and rebuilding. Mike and I continued to work on the steering rack, removing the blown-out bushing, removing corrosion and then easing the entire assembly back together again with a new bushing. Pictures are included as my clean white garage became a pig pen and I believe that Mike attempted to use or grease up most of the tools that I own.

About two hours later, Dennis returned with a rebuilt carburetor. It was a learning experience for him as well, since all he deals with is fuel injection. Interestingly enough, the rebuild team found metal shavings inside the relatively new carburetor and determined that the seal between carb and manifold was not good—when Tony Harvey and I had installed it, we had forgotten to tighten two of the four mounting nuts!

Dennis slapped on the rebuilt carb, tightened everything that is supposed to be tight, accounted for any missing parts and fired up the car without anything blowing up. Incredibly, the idle idled and the car ran just like I remembered after the motor rebuild. In the meantime, Mike had finished the steering rack and it was time for a test drive. Aside from the steering wheel being twisted at a funny angle, the car ran smooth and the steering felt completely different. No longer was there a “thunk” in front going over bumps, and the wheel actually self-centered like a normal car should. It is amazing what a talented group of people can do to a 34-year-old car when they know what they are doing!

We were running out of light and running low on energy so we decided to go to Baja Cantina for the Thursday car show social and celebrate the beginning of the car weekend. All was well as the Pantera and the Cobra cruised over Carmel hill until we hit traffic. Dennis in the Cobra decided to make some fancy moves while I in the Pantera, decided to wait patiently with traffic because my cooling system had been over-



*Mike managed to get grease and grime all over himself, my tools, and my garage floor, and yet the car somehow mysteriously remained spotless throughout?*

hauled and worked perfectly for the first time since I owned the car. That is until I glanced down at the water temp gauge and realized something was wrong. No fan light and the temperature needle was moving to the right! Traffic was not getting better and there was no way out as the temperature climbed. The damn car was doing it to me again!

I made it to Baja and a parking spot and I had enough understanding of the system to look at the fuse box first. Sure enough, #11 was fried. I have learned enough over the years to at least keep some spare fuses in the car and promptly put another fuse in place. Ignition on and the same result with another blown fuse. Frustration was overcome by the huge party atmosphere at Baja, great cars and a few more PCNC folks to enjoy. We made a tactical mistake of committing ourselves to a table for six which took over two hours of waiting before we finally got seated. Good meal, good company and surrounded by car stuff. It doesn't get any better than that and at the end of the evening, it was cold enough that I knew the short ride home without cooling fans was not going to make any difference. Once again, Mike came to the rescue and promised that he would come over after the races at Laguna Seca, to work on the car. He also planned on driving home on Sunday. Now that is dedication!

On my drive home, just as I entered my housing

development, my headlights went out, then came on again, then went out for good. Fortunately I was pulling into my driveway at the time.

Saturday was my day to enjoy the races rather than working at the races. As I was getting ready to leave in the morning, I received a phone call from Larry Finch out of Fresno. Apparently his Pantera had a frayed throttle cable that was down to three strands and the ride home was not looking good. Mike directed him to me and he asked if I would temporarily

donate my cable to get him home. Easy decision since my car was disabled anyway and this was the first time that I was finally in a position to help someone else instead of everyone helping me. The only stipulation was that he had to take it out and show me every step of the way so that I could potentially learn something in the process.

Twenty minutes later, Larry and his head-mechanic daughter were at my house ready to pull a cable. I did the obligatory tool-holding and occasional helping, trying to make myself look as experienced and intelligent about Panteras as possible but I think he saw right through it. One hour later, Larry was back on the road and I was on my way to the races for a full afternoon of glorious vintage racing. It is the best part of the Monterey weekend extravaganza.

Sunday morning was spent wandering the greens of Pebble Beach to admire the Concourse D'Elegance entries courtesy of a Drew-scammed free entry ticket plus a well-chosen parking spot near the lodge. This was followed by more Laguna Seca racing action in the afternoon and then at the conclusion, another marathon tech session at my house.

This time it was to install the relay kit which was designed to prevent the very light switch blowout which had happened the night before. Too late to save the original light switch but hopefully enough to get night driving capability back. The job was actually fairly straightforward even for a novice like me, or someone that knows nothing about 'trons' and wiring.



*Even the easy jobs are hard on my car. Removing the fusebox required removing the glovebox. The mounting bolts both rusted in place, and I spent a half hour with a hacksaw blade in my hand, laboriously sawing through the bolts*

The issues that made this a difficult install were two little bolts holding the glove box very tightly and unwilling to budge. The other was a stubborn wire bundle behind the Ammeter. Those two items plus an exploding Coke can in Mike's Scirocco, caused the tech session to go far beyond the intended time and put Mike deeply into a Monday early morning drive back home. I can report, however, that the car was well on the way to being repaired and capable of some longer distances beyond towing distance from Monterey. All that was missing were some new dash switches and putting a throttle cable back in as well as fitting all the interior panels back where they belong. As of this writing, all missing parts are back and the car is in fact back on the road with all systems operating for the first time in months. I intend to venture away from home, with guarded confidence that the bugs have (mostly) been worked out, although a leaking rear main seal will have to be attended to before I can state that the car is truly roadworthy.

This is just a quick note to express my gratitude to all who have been so helpful and resourceful to keep this part-time Pantera driver on the road. Without the dedication of these folks from different clubs and experiences, my car would simply languish as a garage queen.

It has been said often enough, but these clubs stand behind their members as well as non-members and are always willing to lend a helping hand with a hobby that we all enjoy being a part of. Thanks to all!



# **JOURNEY TO THE GENTRY'S, II**

**WHEN:** Sat & Sun, October 14 & 15, 2006

**WHERE:** EAST DUNNE AVE EXIT off HWY 101  
Meet Sat, Oct 14<sup>th</sup>, 10:00 am, McDonalds, Condit Rd,  
Morgan Hill, (usual Las Vegas departure site)

**WHAT:** We will arrive in the Paso Robles area mid-afternoon  
after stops along the way & lunch  
At the Gentry's Ranch they will host a BBQ

**LODGING:** A block of rooms is reserved for PCNC members for Sat  
evening, Oct 14<sup>th</sup>. You are responsible for phoning in  
your own reservation at:

**Town House Motel  
(Ask for Roger)  
2749 Spring Street  
Paso Robles, CA**

**Telephone: (805) 238-2080**

(Identify yourself as being from the Pantera Club)

**SUN, OCT 15:** Sleep in or whatever; Wilson's Restaurant is across  
from Town House Motel for breakfast.

Departure time is 10:30. We will visit sights in Paso  
Robles prior to heading home in the afternoon

**WHO:** Participation is limited to PCNC members only

**RSVP:** Please phone Kathy and/or Brian letting them know you  
plan to partake in the BBQ – **(805) 237-8046**

**THIS IS NOT A PCNC/POCA-SPONSORED EVENT**

# NEXT CLUB MEETING

**THURSDAY, October 26, 2006  
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

- 14-15 October ————— Journey To The Gentrys (Diane Dean)
- 19 October ————— Open Track At Thunderhill (Bob Benson)
- 4 November ————— Sausalito Lunch Run (Jim and Emilia Seiferling)
- 8 December ————— PCNC Christmas Party (Diane Dean)

**REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH**  
**[www.PanteraClubNorCal.com](http://www.PanteraClubNorCal.com)**



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