



news

www.PanteraClubNorCal.com

Volume 34

Issue 9

September 2007

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Minutes of Meeting 30 August, 2007

The meeting was called to order by the president at 8:00 p.m. All officers were present except for Diane Dean and Mike Drew; as Steve Liebenow was also absent, Bob Benson ably stepped in to take meeting notes. There were eight Panteras and a Mangusta in the parking lot, and 39 members present.

New Members/Guests: The club welcomed **Chip Hasher** from Cincinnati, Ohio. He was in the area on a business trip. He owns a '72 Pantera #3386. He spoke briefly about his air conditioning system, which he just finished installing.

Changes To Last Month's Minutes: Gary Kono clarified the story that was reported last

month; Gary wasn't passing a Porsche when he spun; instead he spun out on his own, but then the guy who stopped coming the other way was in a Porsche. A tree was rather close to Jon's side of the car, and he was rattled a little!

Club Treasury Report: Jim Kuehne reported that we have money in the bank, even after we paid the final bill for the Monterey event.

Club Store Report: Rich Boschert brought a few shirts from the club store inventory to sell at the meeting.

Club Motorsports Report: Larry Finch said that he is working on the track event budget and should have it ready to present to the PCNC board by next month. Unfortunately due to the restrictions placed upon us by the track management, we will not be allowed to run the full course as we had hoped, and instead we will be limited to the existing short circuit.

Club Website Report: Mark has been busy; the website is up and running. Most people had received their monthly newsletter from the website this month; although the newsletter had been delivered to the printer unusually early, they failed to understand the timeliness required, and delayed printing and mailing by over a week, meaning it wasn't received until after the meeting.

Club Membership Report: Russ had no new changes to report.

Club Library Report: Howard and Sharon said that the club library (six boxes worth of material) was in their garage, although their Pantera still isn't. Hopefully in the next month or two?

Past Events:

Mountain View Car Show: PCNC was represented by four Panteras, a Mangusta, a Firebird and a '56 Chevy at this show in the streets of downtown Mountain View. See the article elsewhere in this newsletter.

Monterey Historics Weekend: There were plenty of stories told about this weekend, which is for many the highlight of their car year. The weekend started off at the Baja Cantina, which saw some incredible cars including the new Chip Foote roadster, and the Guigiaro Mustang concept.

De Tomaso attendance was way down at the Concorso Italiano, from 80 to 44 cars this year, but of course last year was celebrating the 35th anniversary of the Pantera. Nevertheless we still had our primo location, and the weather was spectacular the entire weekend.

Diane and Darlene once again handled the dinner decorations with aplomb; the theme this year was cowboy/western. Pam and Roger Sharp kept the hospitality suite hospitable for the entire weekend, constantly topping off the refreshments and snacks for all to enjoy.

Several PCNC members won awards at the Concorso Italiano, and Forest and Judy Goodhart's Pantera was selected at the Las Laureles dinner for their spectacular paint (they were presented with a bottle of wine).

Larry Finch did a bit of a burnout at the Concorso, going towards the guy directing traffic; a cop was watching sternly but no ticket was issued! Several other club members also left a bit of rubber on the Concorso grounds—hooligans!

Todd Glycer had a great weekend in his Lola Can-Am car, even passing a car at the checkered

flag. His throwout bearing and clutch were acting up, but all held together. He started his race in 20th spot and finished in 15th. He offered up his thanks to everybody from PCNC who helped out, including preparing the car, and loading everything up at the end of the event.



His biggest problem was getting his equipment in and out of the pits, as the security folks wouldn't allow his truck to enter the pits. Larry Stock waltzed into the pits behind the wheel of his Pantera and drove right up to Todd's pit area—they saw the race numbers on the side of his car and assumed he was a race entrant!

See the story elsewhere in this issue.

Upcoming Events:

Comedy Day In Golden Gate Park — 30 September: The automotive portion of the event is staged by a local Ferrari owner, but all De Tomaso cars are invited. Those who display their cars alongside the stage are provided with free VIP tickets to the show, lunch, wine, an open bar, and a backstage pass. In previous years, major-league comedy stars like Robin Williams, Dave Chappelle, Dave Attell and others have participated. A PCNC convoy will leave the south bay at 9:15 a.m.; the show starts at noon. More information can be found at www.comedyday.com; see the flyer elsewhere in this newsletter for the PCNC-specific information, including a link to still more information on the PCNC website.

All-Italian Car Show In Alameda — 7 October: Doug Abadie talked up this fantastic show, which is a benefit held each year for the Alameda Special Olympics. It is sort of a Concorso Italiano Lite, with all sorts of Italian cars and motorcycles on display on the lawn at Lincoln Middle School in Alameda. This is a very laid-back, low-key event, with great food and music, and a very low cost. There is a flyer elsewhere in this newsletter; contact Doug if you're planning on attending and he will try to set aside parking for you. See the flyer elsewhere in this newsletter.

Club Business:

Club Officer Nominations: The nominating committee is working hard to find candidates for the various PCNC offices for the 2008 term. If you are interested in serving the club in an official capacity, please let them know.

Buy, Sell and Swap:

Third Brake Light: Curt Hall has an elegant third brake light for sale for only \$25. It fits

up under the bottom of the roof, and is all but invisible until you step on the brakes, at which point it lights up to alert the tailgating soccer mom in her SUV that she might want to consider stopping also.

News, Clues and Rumors:

Pantera 7X Sells For \$99K: The 1975 Pantera 7X prototype was a Pantera restyled by Ford as a design study. Ford hadn't made the decision at the time whether to cancel or continue the Pantera program; had they continued this is what it would have looked like. Ford pulled the plug on the program, but unusually the 7X prototype was sold off, and has been owned by a Michigan dentist for many years. He finally sold it at the RM auction in Monterey for \$99,000.

Honest, Honey, I Was Stopped By The Cops!: On the way home from last month's PCNC meeting, Hwy 87 was closed so Garth Rodericks took Race street. Before long he saw the flashing red lights and he pulled over for a chat with one of the area's local constabulary. It turns out the officer was a gearhead and just stopped him because he wanted to talk about cars. So they spent an hour on the side of the road talking about Panteras etc. The officer owns two Ferraris himself. They made arrangements to meet for lunch, and then when they exchanged contact information, Garth realized that he knew the officer's brother and his family. That started another hour of conversation.

So this story is being printed by way of explanation to Garth's wife for the reason he didn't get home from the PCNC meeting until well after 2:00 a.m.!

Presidential Aspirations: Mark McWhinney announced that he is a candidate (and currently, *the* candidate) for POCA president for 2008-09, as John Taphorn is stepping down. So vote early and often!

Driving For Dinner Raffle: And the winner was Tom Galli.

Raffle Results: Roger and Brett once again handled raffle duties with the following results:

Racing book *Damn Few Died in Bed* (donated by Todd Glycer) — Nick Jenkins
McGuiars Instant Detailer — Curt Hall
Red Line Oil Funnel and hat — Garth Rodericks
Cook book, and culture book — Chuck Melton
Pantera video — Paul Bowden
Windex — Tom Galli
Black Again trim renewer — Larry Finch
Air die grinder — Todd Glycer
WD40 — David Vander
ZF drain plug tool — Doug Abadie
Angle Grinder — Bob Lucas

The meeting adjourned to the parking lot at 8:54 p.m., where among other things, later in the night Peter Kovacs made two trips back and forth in his Saleen Mustang, wheels a'spinning....

Membership News

New Members for August:

Oyvind and Dagny Bakken of Fumes, Norway. That's right, Norway. Oyvind and his wife Dagny own his-and-hers Panteras, a European GTS and a '72 Pre-L that has been converted to GT5 specification. Both are undergoing restoration side-by-side in his garage, with both of them sharing the work. Until just this week they also owned two more Panteras, complete rustbuckets which had been stripped to bare shells. They joined POCA and PCNC at the encouragement of Mike Drew, who has been shipping parts to them for the past several months. Isn't it great to have Mike serving as our de facto international sales force! Welcome to the club, Oyvind and Dagny. We will be getting some information about you from Mike, but you will be given a chance to correct anything he says about you!

September Membership Anniversaries:

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

Ken and Darlene Levin: thirty-four years

Richard Agiorni: ten years

Debra Woumm: nine years

Steve Scheid: seven years

Kaizer and Lori Albino: six years

Bill Charlton and David Charlton: six years

Larry and Donna Finch: six years

Peter and Katie Cajthaml: three years

Garry and Sue Choate: two years

Markus Woehler: two years

Miscellaneous Member News:

While watching a public broadcast station I came across a program called History Detectives. This is a program in which people dig through their attics and find old items handed down from previous generations along with some oral history about its significance. There, I saw PCNC member Shelly Monfort talking to one of the Detectives and asking the question, "Is this really a piece of wing fabric taken from the first airplane to fly across the Atlantic?" This flight was made shortly after the end of the First World War and well before Charles Lindberg made his solo flight. During the war the Navy built several large multi-engine, multi-crew, anti-submarine patrol aircraft. Shelly's step-grandfather was a pilot in such a plane, and when the war was over the US Government wanted to do a little showing off and thus proposed a trans-Atlantic crossing.

The result of the detective work was that Shelly's Step-grandfather was one of the first aviators to fly across the Atlantic but the swatch of fabric, while it could have been the type used on the plane, was most likely not taken from the wings or body as it was not painted with any of the coating used to protect the fabric from the elements and to give the plane added aerodynamic lift.

So now you know....

Evening in Mountain View

Story and Photos by Lee Farrell

Mountain View has a very nice downtown, but they're always chasing Palo Alto, so during the summer, one night a week they close off Castro Street and invite a car club to display their cars. It's not really a show, since there is only one club present.

The good news is, you get to park in the middle of Castro Street and have hundreds and hundreds of people come up to your car. Even though the woman that arranges these events has an ex-boyfriend who owned a Pantera, she likes Panteras, so she invited the Pantera Club of Northern California in August.

Goofing off from work (with their cars) were Bob Benson, Lee Farrell, Rich Boschert, Jim Kuehne, and Diane Dean, plus a few invited friends. Brett Santos and Mark McWhinney also made an appearance for dinner, and the fellow who bought Jim Kuehne's '56 Chevy brought his car down also.

The organizers asked us to arrive early, so there were mostly waiters



One block of Castro Street was closed off, and the members of PCNC (plus a few invited guests) showed their cars off to an appreciative crowd

standing around when we pulled up to the cries of "Ferrari, Ferrari". Aarrghh! Jim Kuehne had to give a lecture on

what exactly a Mangusta is. However, after about an hour, there were hundreds of people standing around the cars.

Since these are amateur spectators, who aren't expecting to see cars when they go out to dinner, we got a lot of great (and hilarious) reactions. One guy was holding his son and looking at Rich's engine bay, while he said, "Now look, Timmy, this is what an engine is supposed to look like—not like our car at home".

Also getting a lot of attention was Bob Benson's mega-engined autocrossing Pontiac Firebird.

Since we didn't embarrass ourselves too badly, they said they would invite us back. This event is very well organized and offers a great way to have dinner outside and show off the De Tomaso marque. Thanks to everyone who showed up!



Jim Kuehne educates the waiters about the details of his immaculate Mangusta

The Monterey Weekend

Story and Photos by Mike Drew

Every year, I make the pilgrimage to Monterey for the Historic Races weekend. I wouldn't miss it for the world, for it's the single best gathering of interesting, historic automobiles and people in the USA.

But this year was special for me, for it was the first time that I would actually be attending behind the wheel of my own Pantera. Making it that much more special was the fact that I was joined by my longtime friend, and until recently Mangusta owner George Gordon-Smith from England.

He had flown over a few days early, and we spent a few days enjoying forbidden pleasures (for an Englishman) including a trip to the nearby range, where he got to sample a host of rifles and pistols. We also attended the Capitol Panteras monthly meeting.

But on Thursday, the fun really began. The weather was glorious (in fact we would enjoy the best weather ever seen during the Monterey weekend, with nary a cloud or droplet of fog seen the whole weekend long), and we loaded up my Pantera and set off.

While we could have taken freeways almost the entire way down, we elected to detour across the San Mateo bridge, up into the Santa Cruz mountains, and headed south on Skyline

Bldv. After a wonderful stop for lunch at the legendary Alice's restaurant, we continued down Hwy 9 to Hwy 1, and from there into Monterey.

The U.S. Navy has a VIP lodging facility nestled quietly in a neighborhood just south of the intersection of Hwy 68 and Hwy 1, and that is where we set up camp. The location is perfect, as it is just about equidistant from each of the main attractions Monterey has to offer.

Our first stop was to dash over the Laureles Grade and up to the PCNC hospitality suite, just to say hello to the people who were there. Afterwards we shot down to the Baja Cantina, where

an impromptu car show takes place every Thursday night. But of course, on this weekend it was spectacular, with street rods and exotics joined by the ultra-exclusive new Guigiaro Mustang concept car (which would be displayed on the lawn at Pebble Beach a few days later). We bumped into a few PCNC and Nor-Cal Shelby Club folks, and after an interminable wait for a table (memo to self—next year put reservation on file the minute you climb out of the car!), we had a spectacular dinner with some of them.

The next morning we fired up the Pantera (starts right on the button, that car), and made our way to the Black



Among the glorious De Tomasos present was this freshly restored Mangusta



There were untold hundreds of Ferraris displayed on the grass

Horse golf course. We were ushered into the grounds and found ourselves parked on the periphery of a large circle of De Tomaso cars. Attendance was a bit disappointing this year with only 44 De Tomasos present, but at least there were several Mangustas and a Longchamp to add further interest.

The day was spent wandering the

grounds; unfortunately we were far away when the De Tomaso class awards were issued, and by the time we got back, many of our cars had already departed. We saw no rush to leave, and decided to stay as late as possible to avoid the traffic.

Eventually we set off, and soon found ourselves snarled by traffic!

With Dan and Amie Lem following behind us, and George on the maps, we peeled off to take a shortcut over the mountain. Unfortunately the elitists living up on the hills erected bloody gates across the roads, so we couldn't get through! After wasting 30 minutes trying to find a shortcut we gave up and returned to the traffic jam, only to find it moving smoothly (apparently there had been an accident), and soon enough we were established at the Los Laureles Lodge.

There, Diane Dean and the rest of the PCNC crew had done a bang-up job of decorating the outdoor patio with a country and western theme. De Tomaso cars were arranged on the lawn surrounding the patio, and we were all afforded the opportunity to vote for our favorite car.

We then enjoyed a splendid buffet dinner. The restaurant associated with the hotel is rated at five stars, and you could taste each and every one of them



The Los Laureles Lodge put on a dynamite buffet dinner for us



My Pantera joined the others on display at Concorso Italiano for the first time ever

with every bite!

The next morning we made our way to Laguna Seca to enjoy the vintage races. Rather than a featured marque, this year Steve Earle paid tribute to the front-engined Indy Roadsters which dominated the Indy 500 until being displaced by the mid-engined revolution in the early 1960s.

George and I slowly wandered the track and the paddock, enjoying numerous vantage points including the corkscrew. Toyota pulled out all the stops to make the event as enjoyable as possible, including setting up free shuttle buses, and handing out all sorts of useful swag.

Saturday's races were topped off by Shelbys, Cobras and Corvettes in the second-to-last race, and FIA prototypes (including three GT40s) in the final race.

With traffic at a standstill and beautiful cars all around, we saw no reason to rush off, and spent a further hour or more wandering the paddock, where among other things Vic Edelbrock manned a gas-powered blender and gave George his first-ever margarita.

Having been seduced by the food the night before, we elected to return to the Los Laureles Lodge to sample their fine restaurant again. The hospi-

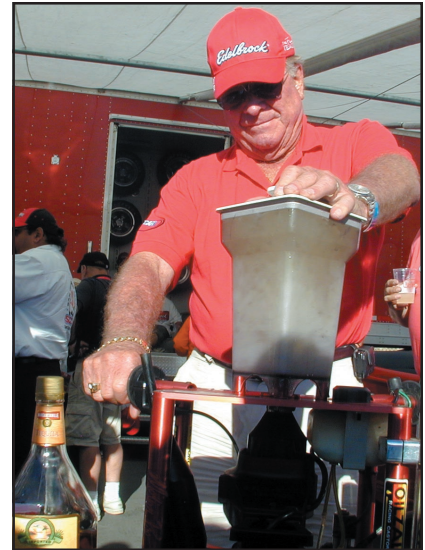


In my case, the western theme extended to the bullhorns on the front of my Pantera!

tality suite was deserted, save for Gray Gregory, so we sat down together, and just as we finished up, the rest of the PCNC gang entered—if we had known of the dinner plan we would have joined you. Oh well, we'll try again next year.

It was an uncharacteristically early night for us, because we aimed to be the first ones in place at Pebble Beach in the morning. We dragged ourselves out of bed at 4:45 a.m., made our way through the winding drive and arrived to find the place virtually deserted—good for us! We quietly dove into a VIP parking area, and then walked down to the show grounds. Although we had tickets, they proved unnecessary at that early hour, as there was nobody there to see them!

Already there were quite a few real enthusiasts in place, and the show cars were being driven in through a gauntlet of cameras. Hagarty Insurance had set up a table loaded with free coffee and donuts, and I wore a groove in the



Vic Edebrock was hard on the throttle all weekend, whether it was behind the wheel of his ZO6 Corvette (here leading a pack of Shelybs and Cobras), or manning his gas-powered margarita blender!

grass walking back and forth to the donut table!

It was a rare treat to see all these concours cars not only on static display, but actually moving under their own power. As the final cars drove into place, we made a quick walking trip through the grounds to see a few very notable cars in greater detail. As the crowds began to become unbearable, we beat a hasty retreat, and were established back at Laguna Seca by mid-morning.

We got there just in time to see the Can-Am cars practice. Todd Glyer was looking good in his '68 Lola!

During lunchtime, a group of Indy Roadsters were paraded around the track. We were able to get onto the hot pits and stand alongside as they were fired up. These cars are extremely dif-

ficult to drive at Laguna Seca, as they all have giant four-cylinder Offy engines, two-speed gearboxes and an extremely tall final drive ratio. Once the cars are underway they are shifted into top gear and left there, to chug around relying on sheer torque to get them up the steep hills.

Todd put on a great show in his race late in the afternoon, passing a few cars for position and finishing considerably better than he started, all the while keeping the car in one piece. Well-done Todd!



Before dawn broke, priceless cars like this La Carrera Panamerica Ferrari drove onto the lawn for the Pebble Beach Concours

Monday morning we set off for the airport, where George boarded a flight back to England. We both agreed it was one of the best weekends we'd ever had, made all the more special by virtue of the fact that we were shuttling back and forth in my Pantera!

Right now the future for the Concorso Italiano is up in the air. Bulldozers were busy in the background this year, as developers are moving in and building a high-end community on the golf course, meaning that the site won't be available for next year. It remains to be seen where (or even if) it will be held in 2008. We can only cross our fingers and hope for the best. But regardless of how that turns out, you should be marking your calendars and making plans for attending the Monterey weekend next August!

When the racing was complete, it was all we could do to tear ourselves away from the cars. Rather than join the herd driving home Sunday night, we elected to remain an extra evening so we could stay at the track until dark, then amble into town for a simple dinner.



Indy Roadsters were featured at Laguna Seca

Comedy Day Car Show

Sunday, September 30, 2007

Sharon Meadows in Golden Gate Park

Comedy Day has been a fantastic event for us for the last few years. It is a "battle of the bands" style event with 30 comedians from around the country doing 5 to 10 minute sets over the course of five hours. It is held in an open field in Sharon Meadows in Golden Gate Park. It is open to the public with thousands of people gathered around the main stage.

Of course, what is comedy without a collection of exotic Italian cars? So naturally, we have a car corral next to the stage with De Tomaso, Maserati, Lamborghinini, and Ferrari cars.

Everyone who displays their car on the grass in Sharon Meadows will be seated in the VIP section at center stage. We will also get backstage passes to mingle with the comedians and partake of the sumptuous buffet and open bar.

We will have a caravan from the South Bay leaving at 9:15 a.m.. The meeting point is the Trader Joe's parking lot (2310 Homestead Road, Los Altos) near 85 & 280. There is a gas station and drug store there for your last-minute needs. (see the map to the right).

We will head up 280 and make a quick stop at the Father Junipero Serra rest stop just north of the 92 interchange to pick up drivers from the peninsula. The cars will be in place at Golden Gate Park at 10:30. The show starts at noon.

The cost is \$0 (zilch, nada, nil, squat) and includes lunch, open bar, VIP seating, and backstage passes. It is hard to beat this deal!

Please RSVP to Mark McWhinney (msm@portata.com) to let him know that you are coming so that we can get the backstage passes and badges printed.

For more information, see the PCNC web site at http://www.panteraclubnorcal.com/events/comedy_day.htm and the Comedy Day web site at <http://www.comedyday.com>.



Alfa Romeo

Association
of California

We're pleased to announce the 2007

All Italian Car and Motorcycle Show

Please join Italian Car and Motorcycle Enthusiasts in a benefit for
Alameda Special Olympics

DATE

Sunday, October 7, 2007

EXHIBITION TIME

10:00 AM to 3:00 PM

REGISTRATION

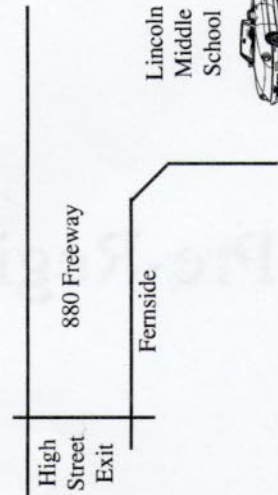
8:30 AM

LOCATION

Lincoln Middle School
1250 Fernside Blvd
Alameda, CA 94501



Oakland
Coliseum



Lincoln
Middle
School



For additional information contact:

Scott Harding 510/521-1453
 Steve Gomes 510/523-2723
 Tom Sahines 408/262-6279



Special Olympics
Alameda

Thanks to your participation we are the primary sponsor of the Alameda Special Olympics program. Your continued support helps this important program exist.

Pre-register by **September 17, 2007** and a reserved parking place will be made available for you. Pre-registration is appreciated and all pre-registered entrants also receive a personalized window plaque.

Entrance donation for non-exhibitors will be \$5.00 per person. Fee payable at the gate on the day of the event. Under 18 admitted free.



ITALIAN FOOD
AND DRINK AVAILABLE

We are trying to update our mailing list. If you **do not** want to continue receiving notification of future events, please notify us at 510/523-2723.

PRE-REGISTRATION

(PLEASE PRINT)

OWNER'S NAME

ADDRESS

CITY, STATE, ZIP

PHONE NUMBER

MAKE OF CAR OR MOTORCYCLE

MODEL

YEAR



Yes, I would like to make a tax deductible donation to the Alameda Special Olympics. Enclosed is a check in the amount of \$ _____ (Please make check payable to Special Olympics)



Yes, I have a new address - please update your records.

Please send your completed form to:

Patty Harding
2910 Marina Drive
Alameda, CA 94501-1636

Or email to: pharding@alamedanet.net

NEXT CLUB MEETING

**THURSDAY, September 27, 2007
8:00 P.M.**

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

UPCOMING CLUB EVENTS

September 30 ————— Comedy Day in Golden Gate Park (Mark McWhinney)

October 7 ————— All-Italian Car Day in Alameda (Doug Abadie)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

www.PanteraClubNorCal.com



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