



# news

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## Minutes of Meeting 29 May, 2008

The meeting was called to order at 8:01 by the president. All officers were present (even including John Hansen, making a rare guest appearance), except for Mike Drew who was in Afghanistan. Steve Liebenow kindly filled in for the missing secretary. 42 club members signed the roster and there were eight De Tomaso cars in the parking lot.

**New Members/Guests:** There were no new faces this month.

**Changes To Last Month's Minutes:** There were no changes noted.

**Club Store Report:** The club store suffered the lowest Las Vegas sales in many years. Much of

this was attributed to the fact that attendance was down overall at the event. Of those who did attend, most were 'regulars' who had been exposed to most of PCNC's merchandise in previous years. One new item was a Pantera sweatshirt, which didn't sell too well because of the hot weather during the Las Vegas weekend. (If it had been cold we would have sold a truckload of them!)

At the meeting, Rich Boschert had plenty of inventory on hand. He modeled one of the new sweatshirts, and announced that pocket T-shirts are now available too.

**Club Treasury Report:** We have written our final checks for the Las Vegas event, and received our last contributions. The result leaves our treasury nice and healthy.

**Club Motorsports Report:** Larry reported that the track event was successful overall. 170 spectators signed in (for which we paid the track \$5 per head), which is down about 50 from last year. Registrations were down slightly, as was the sponsorship. He figured we have just about broken even this year; we're still waiting for a final tally from Spring Mountain for their members who raced on 'our' track in their Radicals; the track pays us for each Club Spring Mountain member who shares the track with us.

The event was smooth overall, with no sheetmetal-bending incidents. One fellow with a super-charged 5.0 Mustang found out the hard way that his stroker kit probably had a cast crankshaft substituted for a strong forged unit; he found out when it broke in two as he pulled onto the front straight!

Spring Mountain continues to develop their property; the club house is complete, and most people took a stroll over there and came away suitably impressed. There is talk of building a hotel at the track as well.

We are investigating the prospects of running the long track next year; doing so would raise our operating costs by about \$2000 per day. Now that the track exists, many of our long-time customers have told us they won't make the effort to participate unless we provide the long track to them. Some people believe that the long track might be too challenging for novice drivers?

Larry also announced that longtime track worker stalwarts Jim Kuehne and Roger Sharp would like to retire. For years they have stood out in the sun and directed traffic, ensuring that all event participants have the proper safety gear and are properly buckled up. We need volunteers to agree to take their place next year. Roger and Jim would serve in their existing capacity one more year to train the replacements, and then retire!

**Club Website Report:** Mark McWhinney is spearheading a complete revamp of the POCA website; beta-testing has been conducted on our own website, which (by the time you read this) has been completely changed. It has greatly increased functionality, with more features waiting in the wings, including a complete on-line club store. Check it out at [www.panteraclubnorcal.com](http://www.panteraclubnorcal.com)

### **Past Events:**

**Tech Session At The Sharps:** Roger and Pam once again did a bang-up job of hosting the club at their Morgan Hill home. A few Panteras received minor tweaks in preparation for the run to Las Vegas, but there were no major jobs undertaken. All the cars that drove in, drove out under their own power, always a good sign!

New member Brent Stewart stopped by for a short time, and while there, he absolutely fell in love with Randy and Linda Welch's sort-of-for-sale '72 Pantera. A few short weeks later, the deal was consummated and the car is now his!

### **Pacific Coast Dream Machines Show:**

Larry Finch discussed this incredible show, held at the Half Moon Bay airport. There were four PCNC Panteras in attendance, belonging to the Finches, Dan Patterson, Tom Padula and Mike Drew. See the article elsewhere in this issue.

**Las Vegas Fun Rally:** Although attendance was down noticeably, attendees at this year's fun rally had a terrific time. There were a few breakdowns (and one fire!), but amazingly everybody made it home in one piece. As a group we did reasonably well in the POCA raffle; Roger Sharp was especially fortunate in winning not one but *two* purses!

Special thanks were offered up to the Smiths and the Gentrys for hosting luncheons at their respective homes for the groups traveling to the Fun Rally.

Look for a comprehensive article elsewhere in this newsletter.

### **Upcoming Events:**

**Team Pantera Of Orange County Swap Meet — 14 June:** The San Diego swap meet is dead, but TPOC has stepped in to fill the void, and will be hosting a swap meet at Bud Williams' shop in Anaheim. Several Pantera vendors are planning on attending and bringing some used parts to sell, and of course lots of club members will be there with items to sell as well. Chuck Melton will be driving down from the Bay Area, and he might be able to transport people and/or stuff, so if you're interested let him know!

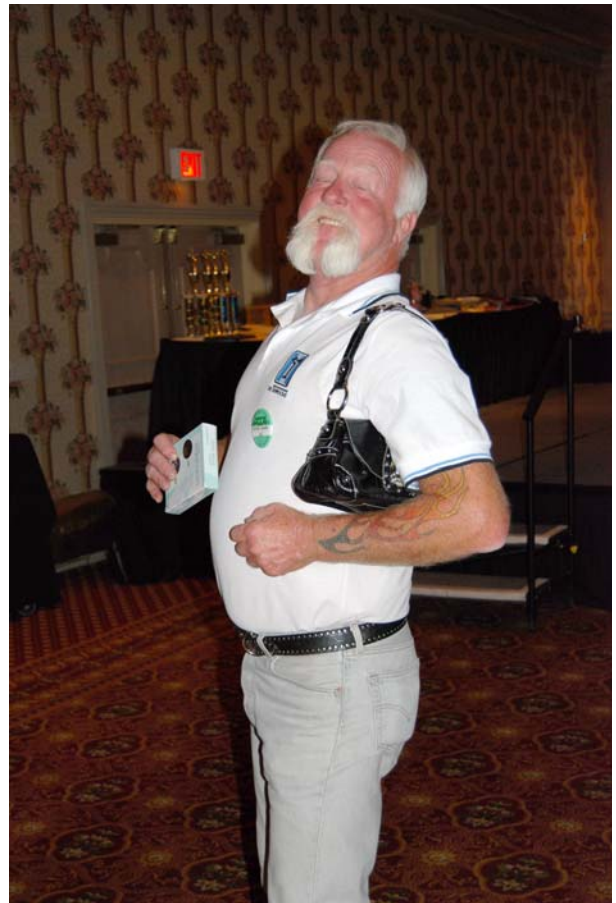
For more information including a map to the event, see the PCNC website.

**Vintage Mustang Owners of America Show — 21 June:** PCNC member Tom Hasenberg is the organizer of this show, and thanks to him there is a special class reserved for De Tomaso automobiles. The VMOA is happy to have as many De Tomaso cars as possible; last year we had a dozen or so? It costs \$30 to enter a car (\$40 after June 11th) and the price includes an event t-shirt. For more information, and to register online, go to <http://vintagemustang.org/carshow.htm>.

**Monterey Historic Races/Concorso Italiano Weekend — 13-16 August:** Diane announced that room reservations are now open to PCNC members only at the Los Laureles Lodge. A \$100 deposit will hold a room; final room prices are still being determined. The event will be opened up to all POCA members etc. next month.

*Pantera International* has decided to abandon their traditional parking corral/trackside BBQ at Laguna Seca. In Las Vegas, the principals of PI approached PCNC board members asking if the club would be willing to take on the responsibility.

After much discussion and debate, it was decided that this year PCNC would host the parking



corral, but would not make the extensive financial commitment to host a BBQ or hospitality tent. Corral parking will be free for those people purchasing tickets from PCNC. See the flyer elsewhere in this newsletter for the details.

Volunteers will be needed to 'police' the parking area and keep non-De Tomaso interlopers out (at least in the first few hours of the day), and a cat-herder will be required to actually pick up the tickets from the Laguna Seca will-call desk and distribute them to the participants. If you're interested in helping out, contact Larry Finch.

See the flyer elsewhere in this newsletter.

**Buy/Sell/Swap:** There were no items on offer this month.

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

**Steve Liebenow Shares Humble Pie:** Steve Liebenow bought 'humble pie' at the meeting, as an apology of sorts, for making people sit out on the side of the road (again!), while he dorked around trying to find the root cause of this year's problems with his Mangusta.

Steve has suffered mechanical calamities ever year on his trip to the Fun Rally. Year one was the cracked oil pan in Barstow, year two saw him changing jackshaft bearings in the parking lot of the Plaza and busting his ball joints, year three was a quick front wheel balance in Barstow as he didn't get new tires yet from the year two busted ball joint thing....and then there were a few years where the only things he had to deal with were melted air filter elements as they were just a tad tall and would get compressed by the rear hatches and once heated from the long drive, would lose their shape and require replacing! Three years ago was a blown exhaust header, two years ago he smoked the ignition switch in Apple Valley on the way to Las Vegas, and this year after going through three carburetors, a coil, and spark plugs, he eventually figured out his problem was the air filter element!!

Next year, we should see new motor (and according to Steve, new potential for problems!)

Since Steve had no ASE patch for basic fuel systems to turn back in, he opted to buy "humble pie" for the gang! He bought six or seven pies and he even gave the last few unclaimed slices out to raffle winners!

He especially thanked Ron and Bobby Demaderios for sticking by him with their well-stocked Lincoln Navigator, and also Mark McWhinney and John Columbero for chasing parts and offering assistance!

**Pantera People In The Strangest Places:** John Hansen related the story of a recent trip to the town of Dubois, Wyoming (a town so small that it lacked even a single stop light) in his Pantera. They stopped in front of a furniture store, where a full-on cowboy in full regalia complete with hat, big belt buckle, boots and spurs was standing on the front step admiring the car. To John's surprise, the fellow asked, "Is that a late '72 or an early '73 Pantera?" It turns out he used to own one, but sold it years ago and now drives a Porsche 911!

**Dan Patterson Helps Combat California's Budget Deficit:** Dan Patterson showed off a ticket that was so recent that the ink was still wet! He stressed that "you really need to know what is behind you before you blast down that freeway entrance ramp!"

**Alfa Romeo Held Hostage By DMV:** Peter Kovacs reported exactly zero progress on getting his Alfa Romeo registration squared away. But Pete was very pleased to report that his red '74 Pantera (6566) made its first voyage under its own power in 21 years. It went to the



alignment shop with the left wheel, right wheel, and steering wheel pointing different directions and returned with all three in synch. Mark Tumbarello was generous with his time in helping make the car roadworthy.

**Never-Sold Pantera!** Peter went to a restaurant recently and noticed a fellow walking in with a local Ford dealer shirt on. Pete was not wearing a Pantera shirt, but struck up a conversation anyway. It turns out he's the son of the local Ford dealer, and they have a Pantera in stock that has never been sold! The dealer ordered a batch of eight Panteras and decided to keep one; it has never been titled or registered apparently, and is 100% original with very low mileage.

Mike Drew and Chuck Melton will be beaming out to Oakdale in the near future to conduct a thorough examination, and a full feature article in *Profiles* will result!

**PCNC Members Take Home The Metal:** Garry and Sue Choate drove their Pantera to the San Ramon car show, and wound up taking home a first place trophy. Meanwhile, their friends (and PCNC members) Craig and Kim Kuenzinger took an award for their MG, and later took home another trophy from the Hillsborough.

Todd Glyer was there with his thunderous Pantera; he took home no trophies but certainly impressed the crowd with his exhaust note!

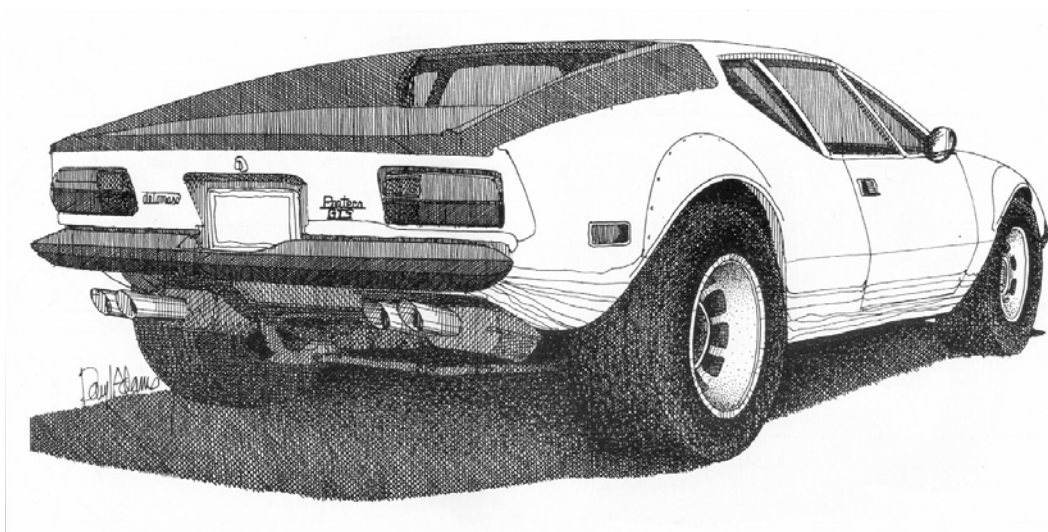
**More Panteras Coming Out Of The Woodwork:** Larry Finch drove his Pantera to the Fresno EuroSunday, where he bumped into a guy from Clovis who is the original owner of a 1973 Pantera. The headlights are stuck in the up position, so Larry agreed to help him tackle the problem; he'll be introducing him to the PCNC fold in short order!

**Driving For Dinner Raffle:** And the winner is....Roger Sharp!

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

Pantera Fuse assortment (donated by Trevor Fougere) — Brian Bernard  
Posters — Steve & Mary Dalcino, Trevor Fougere, Mark McWhinney  
Matchbox "in the box" Pantera — Trevor Fougere  
Pop-rivet Gun — Trevor Fougere (how many tickets did he buy???)  
WD-40 — Steve & Mary Dalcino  
Pie (six extra slices) — six various members.

The meeting adjourned to the parking lot at 9:46.



# Membership News

## New Members for June:

I have not received anything from POCA for this month. I suspect this month's writing is just a bit too early for Judy McCartney. Thus I know of no new members since the last issue of the PCNC News.

## June Membership Anniversaries:

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

|   |  |
|---|--|
| <b>Eliot Kushner:</b> twenty-one years      | <b>Junior and Chris Wilson:</b> nineteen years       |
| <b>Brian Bernard:</b> sixteen years         | <b>Cheryl Pastore and Les Morgan:</b> fourteen years |
| <b>Chuck and Suzie Melton:</b> eleven years | <b>Steve and Merry Dalcino:</b> nine years           |
| <b>Mike Paul:</b> six years                 | <b>Rob and Amy McMullen:</b> one year                |

# Newsletter Advertising Policy

## Free Advertising:

PCNC members may advertise items they have for sale, or items they want, at no charge in the "For Sale" section of the PCNC News. DeTomaso automobiles of non-club members may be advertised in the "For Sale" section at no charge when space is available. The space allowed for these free ads is limited to six lines per member (or non-member) per month.

## Paid Advertising:

Fees are charged to anyone who wishes to advertise a business or profession, and to members who wish more space than is allowed in the Free Advertising provisions. Those fees are: Business cards: \$2.50 for one issue or \$9.00 for four issues within a one year period. Half page ads: \$8.00 for one issue or \$30.00 for four issues within a one-year period. Full page ads: \$15.00 for one issue or \$55.00 for four issues within a one-year period.

# *New PCNC Website*

Efforts are underway to rebuild the POCA web site to provide more services to the POCA community. To do so, POCA has brought in new technologies and tools to develop the site and maintain the content. As with any good design and implementation project, the new parts needed a test mule to make sure that everything works together as intended. At the request of the POCA president, the PCNC web master agreed to use the PCNC web site as the test mule.

The test was successful, and as a result, PCNC now has a new web site.

[www.PanteraClubNorCal.com](http://www.PanteraClubNorCal.com)

Though the old PCNC site looked good and had up-to-date content, the new site has several advantages:

- The new site can to be updated directly by PCNC members without specialized tools or skills. This removes the web master as the bottleneck on updates which allows him to spend his time on other things like making pithy comments on the De Tomaso forum.
- The Events section now is much more robust and flexible. There are more event details, venue information, and maps. There is on-line event registration.
- The old club store which had been just a list of products on a web page is now a real on-line store with catalogs, inventory control, shopping carts, on-line payments, and other goodies.
- The current PCNC Newsletter as well as the 10 year archive of Newsletters is on the new site.
- The links in the Links section are updated. The Contact section is now visible to only registered and logged-in users to better protect privacy.
- The PCNC eNews which is currently handled with manual processes will soon be managed and sent from the new site.

Give the new web site a try today!

Mark McWhinney  
PCNC Web master



# Pacific Coast Dream Machines

*Story and Photos by Mike Drew*

Each year, an amazing show is held at the Half Moon Bay airport, called Pacific Coast Dream Machines. Created many years ago as a fund-raiser for the Coastside Adult Day Health Care Center, the show is probably the most diverse anywhere in California. All sorts of cars and trucks are featured, along with a fairly impressive display of airplanes. Adding to the interest are a large number of steam- and gas-powered industrial engines, some of them weighing many tons, along with antique tractors, industrial farm and road building equipment, etc. etc.

Historically the event has clashed with the Las Vegas Fun Rally, and thus our participation has been very limited. This year was different—the Las Ve-



**All four Panteras were parked nose-to-tail in the center of the show**

gas event was held one week later than normal, which enabled PCNC members to attend both events.

Larry Finch agreed to honcho the PCNC participants, and even found a nice little B&B right on the water, and only a few hundred yards from the show site.

On Sunday morning (the day after the tech session at the Sharp's home), Gray Gregory and I climbed back into my Pantera and made our way down to Half Moon Bay. Traffic was light and the weather was absolutely perfect, with not a single cloud in the sky.

We pulled into the parking lot of Larry's B&B to find Larry and Donna out front,



**Larry and Donna Finch held court for most of the day, explaining a bit about Panteras to interested onlookers**

along with Dan Patterson in his red Pantera. Shortly after we arrived, Tom Padula (who hasn't been seen in eons) drove up in his twin-supercharged Euro GTS. All four Panteras were ready for the show!

Larry scoped out the site the day



**Dude, it's got a Hemi! One of the volunteers stands beside a 392-powered air raid siren.**



**The oldest car present was this 1904 Holsman Hi-Wheeler, which drove into the show under its own power! It uses a two-cylinder engine, with rope drive to the rear wheels**



**The latest Blastolene Special is The Green Machine, a street rod built on the chassis of an old Peterbilt truck. It runs on biodiesel, and will smoke the tires all day long!**





*Tom Padula made a rare appearance, showing his spectacular twin-supercharged European GTS*



*The cycle craziness included incredible freestyle motocross exhibitions, and one-wheeled motorcycle drag racing (with no steering!)*

before and bumped into the event organizer who clued him in to a 'secret' back entrance, enabling our little group to avoid the long lines and gain primo parking all together.

Among the 1400 entrants were a one-owner Opel, some Pinto wagons (sorry Pete, no Vegas!), plenty of radical 4x4 trucks, and hot rods galore. The Blastolene Brothers had a monster rat-rod based on a Peterbuilt truck.

One of the more interesting displays was a 392 Hemi-powered air raid siren, a legacy of the cold war. It was installed in the Oakland hills to warn

of an impending nuclear attack, and had been abandoned for many years before it was rescued by the lunatic fringe that run Mostly Mustangs in Oakland. The block was cracked and the motor needed a total overhaul, but they got it running in time for Burning Man in Nevada.

Larry and Donna camped out between the Panteras, enjoying the sun and answering questions from the curious onlookers. Meanwhile Gray and I wandered the grounds, bumping into several other PCNC members during the course of the day.



*Steam engines large and small were chugging away all day long*

At the north end of the show, a surprisingly large number of WWII and post-WWII combat airplanes were on display, including numerous P-51 Mustangs, a P-40 Warhawk, and several Russian fighter and trainer airplanes. These were nestled around three larger airplanes—an antique DC-3 airliner, B-25 Mitchell twin-engine bomber, and a Coast Guard C-130.

It literally took the entire day to see the show. There was always something happening; freestyle motocross exhibits, one-wheeled motorcycle (!) drag racing, airplanes flying around, hot rod engines periodically firing up, etc. etc.

Thanks to Larry and Donna for organizing the PCNC contingent; we were well-represented, and I hope more of us participate next year!



*A P-40 Warhawk was among the numerous warbirds on display or flying around*



# Reflections on Las Vegas

*Story by Russ Britschgi and Mike Drew*

*Photos by Mike Drew*

**RUSS:** To begin with, Doris and I had a nice drive down to the Gentry's along with the Kuehnes (yes, both Jim and Anita), the Sharps (Roger and Pam), and Ron and Bobbie DeMaderios. Kathy had prepared a sumptuous lunch for all of us of roasted Cornish game hens, dressing and salad. We dined on the back deck overlooking rolling California hills in just perfect weather. What a treat!

**MIKE:** In the meantime, the scenic route crew was having a tougher time of it. Trevor Fougere and I (with Gray Gregory from Houston riding shotgun in my Pantera) arrived at the home of Marcus and Irene Smith with no problems. The same could not be said for Chris Kimball and his son, who had driven their Pantera from Seattle only to have it roll over and die in Medford, Oregon, where they parked it at Paul Rimov's house and picked up a rental car.

PCNC member Mike Vallee lives in Medford, and joined them the next



*The group (minus one) gathered in front of Marcus and Irene Smith's mountain home. Soon we would be having a beside-the-road tech session!*

morning in his Pantera. After a peaceful night in a hotel outside of Jackson, in the morning the rental car had a flat tire, and on the way to a gas station, Mike's recently purchased Pantera burst into flames!!!

Fortunately he was prepared with a fire extinguisher, and got the engine fire out, then had the car towed back to

his hotel parking lot.

Marcus Smith threw a bunch of tools into his van, and joined by the others, blasted down the road to effect a rescue. It turns out a remote oil filter line had come loose at the engine, and oil sprayed all over the exhaust headers, and caught fire. With the fitting tightened, Mike was able to limp the Pantera back to the house for a further look-see.

**RUSS:** All too soon we were on our way to the city of Kernville. We did not take Highway 155 over Greenhorn Summit, but instead chose to drop down to Bakersfield and take 178 up the Kern River Canyon. Traffic wasn't bad, and soon we were relaxing on the porch overlooking the Kern as it flowed into Lake Isabella on its way from the slopes of Mount Whitney. Not much happens in Kernville till the peak of the summer season, and thus at this time of the year it is the antithesis of Las Vegas. This was the final place of rest till we got home four days later.

**MIKE:** After an enjoyable brunch, the northern group got ready to leave, but now the Medford Pantera refused to



*Gray Gregory and Mike Vallee troubleshooting his trouble-prone Pantera*



**Larry Finch leads the way to Bishop on the eastern side of the Sierras**

make the climb out of the garage. Any number of problems were subsequently found and fixed, including but not limited to a worn spark plug wire, big vacuum leak, and a plug wire that had apparently never been fully attached to the plug!

Nothing worked though, and after spending all day working on the car, the group gave up, Mike arranged for a \$1300 tow back to Medford, and everyone else set off on a scenic drive on beautiful, twisty and all-but-abandoned two-lane roads. The drive was initially spirited, but the onset of darkness tempered our enthusiasm, and the latter portion was spent droning in the night

buffeted by extremely high winds that forced all the semi-trucks off the road.

**RUSS:** The next day we made our way to Vegas with the mandatory lunch stop at the Mad Greek's in Baker. The temperature was only in the high 70s, very un-Baker like. The next 90 miles was just lightly congested freeway driving all the way into town. I have seen worse



**Larry Stock struggled with handling issues all weekend long; his best time on track was a full eight seconds off his previous best. He bent his Pantera badly during an off-track excursion in Reno, and clearly it wasn't fixed properly**

and have seen better, and since the worse can be a whole lot worse, I consider this pretty good.

The next couple of hours was spent getting checked in, registered with POCA, getting the car parked in the right spot and unloaded, getting unpacked, and something to drink at the hospitality lounge. Now the Fun Rally was begin-

ning to take form.

**MIKE:** The northern group awakened to spectacular weather, and before long the convoy turned onto a completely deserted two-lane road whose character seemed to change every five minutes. Boasting everything from tight first-gear switchbacks to miles-long straights, it offered every conceivable type of challenge to the drivers. The Panteras pulled off into the distance leaving Chris struggling to keep up in his rental car, but the group regrouped at the next crossroads, then had an uneventful cruise down Hwy 95 into Las Vegas.

By sheer coincidence, both the northern and southern groups arrived at the hotel at exactly the same time, filtering together from opposite directions



**Karen Puckett tirelessly worked the registration desk at the track**

in a feat of precision driving that would do the Thunderbirds proud.

**RUSS:** I spent the next two days at Spring Mountain Motorsports Ranch in Pahrump working the track entrance gate with Roger Sharp, Jim Kuehne and Ron Singley. For me this was really enjoyable. There is nothing like the sight and sound of a car being powered through a series of turns. This is where the driver's skills really show. One of the best sights was the early BMW 2002 drifting through turns 8, 9 and 10; smooth and consistent every time around. Another driver that I enjoyed watching was Jason Eaton. He too was



very smooth and consistent.

But we were not stationed there just to watch the cars on the track. Our job was to keep cars off the track that were not quite ready to go out. There was the constant checking for wrist bands, inspection stickers and oil leaks. A little oil or water can go a long way on a track. Or is that “can send a car the wrong way off the track.” We caught a few leakers, but some got out anyway and the track was closed down a couple of times for applications of grease sweep.

One of the more interesting things corrected at the gate was the free end of a passenger’s lap belt hanging out the bottom of the door. Though this was not the case, one can only imagine the free end being longer and then being driven over by the back wheel. This would have immediately tightened up the lap belt by a whole bunch. Ouch!

**MIKE:** Roger, Jim, Ron and Russ are to be commended for the hours they spent standing in the hot sun, ensuring that the track entrance/exit were as safe as possible. And although the view from the bleachers was impressive, it paled into insignificance compared to the view from behind the wheel! De-



*Jason Eaton was a paragon of fluid speed; his brother shared the car with him*

spite reduced attendance at the Fun Rally, almost as many people as last year signed up to drive on the track, including numerous first-time drivers in their Panteras. Some people (notably not driving Panteras) experienced mechanical issues that closed the track for brief periods, including a supercharged Mustang owner who found himself with a two-piece crankshaft!

**RUSS:** Fortunately the temperature was not too hot out there in the sun all day. However, the first day the wind blew and blew and blew. By the time things wrapped up in the late afternoon

we were pretty well beat up. On Friday the wind was not a factor, and the temperature stayed in the mid 80s.

The exhibition race went well even if qualifying was a bit dusty or damp depending on whom you were. For eventual GTP-U winner Charlie Puckett, it was a battle with water leaks all morning. He could not get in more than a few laps before the race. During the morning practices, his car was leaking so much that Roger nicknamed it the Exxon Valdez. Needless to say the leaks were plugged and the lack of practice was not a problem.

For Bob Benson running in GTP-



*Russ Britschgi, Ron Singley, Jim Kuehne and Roger Sharp worked the hot pits, enduring gale-force winds along with the desert sun*

M, the problem was dust, lots of dust all over the car, inside and out. It seems that Bob was making his first practice lap and entered turn 9 too hot. A quick exchange of ends and Bob was off in the dirt sliding backward at an oblique angle. When the dust settled, mostly on that beautiful black car, Bob fired it up and pulled across the track and directly into the paddock. I couldn't see Bob through the dust on the windshield and on his face shield, but I could hear some mumbling coming from inside as he





*Charlie Puckett hadn't been seen on-track in several years, and he had numerous teething problems and fluid leaks this year. But he managed to get everything sorted, and hustled his junkyard-dog Pantera to victory in the race*

hustled back to his trailer.

Bob commented that he felt like he was the target of the paparazzi when he got out. "There were flash bulbs going off everywhere". The rest of the practice time for Bob was used in removing the dust and rocks from every place you can think of and a few you didn't. However he did quite well during the race considering he only got 90% of a practice lap in.

The race itself was fast and furious with a rolling start that saw a number of cars from the back of the field moving to the inside of the pit exit merge line and trying to make it three wide into the first turn. This sort of separated the gentlemen from the crazies. After that it was just the faster cars to the front with little argument or disputes over corner lines, etc.

After the race it was back to the open track run groups. Even though we had the track till 5:00 p.m., everyone was pretty much exhausted and we closed a little after 4:00. The early closure was cheered by the track workers who all felt they had enough of the wind and sun and were at least two beers short.

**MIKE:** After the race, many drivers were tired out, and cars started being

loaded on trailers. I had been busy working the event until now, and this was my opportunity to play, so I took to the track, along with Randy Grubb in his CAV GT40 replica, normally with passengers on board. We just drove around and around, periodically pulling into the pits to eject our passengers and pick up new ones. Eventually we were the only cars remaining on the track, and as the workers were plenty tuckered out, we reluctantly pulled off for the last time and the track was shut

down.

In the meantime, Marcus Smith had refused to give up on Mike Vallee's Pantera. Late at night, he pulled the distributor and found that the teeth were all missing from the drive gear. The next day they found a replacement gear in Sacramento (the motor has a steel roller cam, and a bronze gear, with a 5000 mile lifespan, tops, all news to Mike who bought the car without knowing about this little detail), got the car all buttoned up and running like a top,



*After the race, Charlie relaxes next to his race-winning Pantera*



*After serious trials and tribulations, Mike Vallee arrived in Las Vegas with an ear-to-ear grin, which remained in place for the duration of the event (and is probably still there now!)*

Mike canceled his \$1300 tow truck home and instead blazed to Las Vegas, arriving with a huge smile, which remained on his face the entire weekend.

Marcus is a real hero, and deserves an enormous amount of credit for taking so much of his time to ensure somebody he'd never met before was able to enjoy the weekend, even though Marcus himself had to stay home. His selflessness serves as an example for everyone to follow.

**RUSS:** It took me most of Saturday to shake off the effects of two days in the great outdoors. This meant I did not get involved with the Red Rock Canyon run nor the drag races, etc., of the Las Vegas Speed Spectacular. I did get to the afternoon Tech Session. This tech talk is always interesting as Jack DeRyke and the rest of the folks always have lots of bench racing tales to tell. In the evening we attended the closing banquet and raffle. Jim Cozzolino did a great job in moving the raffle along, but I felt he went a bit too fast as my tickets were still in the box when it was over.

**MIKE:** I had never had the opportunity to participate in the Red Rock run because historically it always conflicted with the track event. Due to juggling of the schedule I was able to make it

this year; Chuck Engles and I were ferried by John Taphorn to various scenic spots along the route, to photograph the Panteras as they passed by.

I spent the afternoon determining why my Pantera had suddenly refused to start. It turns out that the stud had broken off my starter solenoid; when I gave the battery cable a bit of a wiggle, it broke right off in my hand! Changing the starter in the parking lot on Saturday night had little appeal, so instead I started collecting promises from people willing to push-start me in the morning for our drive home.

At the banquet, I introduced our guest speaker, Guy Trigaux, who spoke about his years running the main De Tomaso repair facility in Europe, and racing

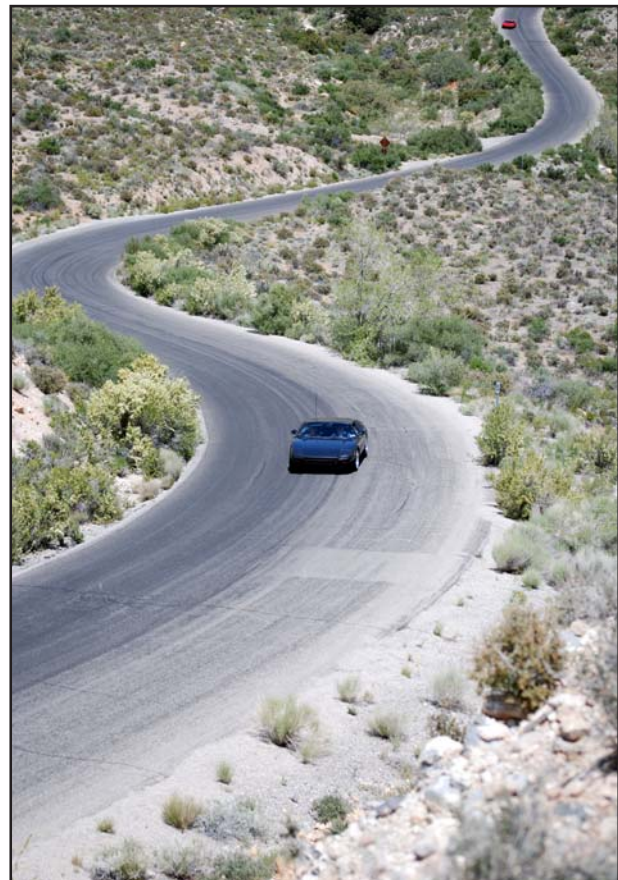
his genuine Gr4 Pantera, #2860, which he still owns today.

Mike Vallee was the surprised recipient of one of the two furthest-distance-driven awards at the banquet, which caused his perpetual smile to grow even larger!

**RUSS:** And now for the trip home. We had about a dozen cars lined up in the parking lot and ready to leave at 9:00 a.m. Before we reached the freeway, about four of them were well gone.

**MIKE:** The announced departure time was 9:00 a.m.; at exactly 9:00 a.m. I received the first of several push-starts (thanks guys!) and started down the ramp, with several cars behind me. Inexplicably, the rest of the group failed to go, and as a result our 12+ car convoy turned into four cars within a block. I figured I would just drive slowly and let the others catch up once they got going.

**RUSS:** In the main group and at the



*Trevor Fougere and Jill wind their way through the Red Rock Canyon on Saturday morning*



back were three non Panteras and Steve Liebenow in his Mangusta. The Goose had been having a fuel problem that started sometime on Friday. Steve had changed the accelerator pump diaphragm by Saturday afternoon, but upon returning from filling the fuel tank found that the car would not climb the garage ramp to the third level.

Steve, convinced it was the carburetor, did some more tinkering and eventually gave up and bought a new carburetor from Larry Stock. Seven miles down the freeway, Steve pulled to the side of the road unable to proceed. Ron in his Navigator, loaded with tools, pulled off with him. The Konos and we drove to the next off ramp to wait, about two miles down the road.

As we were at the back of the pack, all the others were gone. With the use of radios and cell phones we kept everyone advised as to the progress. After waiting for about 40 minutes, we and the Konos decided to drive further down the highway to a place with a bathroom. We kept getting updates from Bobbie as to the progress being made by Steve and Ron, but each time they got it buttoned up, it quit running again.

A call was made to Mark McWhinney asking for more parts to be brought from Las Vegas. Soon Mark had a new coil that was installed but still no go. Finally, and the last word I heard, was that the air cleaner was clogged and the restricted air flow was causing the engine to flood and come to a stop! Why can such a simple thing foul up so many good mechanics?

It took about three hours to get the Goose going, and by that time the lead cars were in Mojave and the Konos and Britschgis were in Baker. Ron and Bobbie were still seven miles from Las Vegas. They really stuck with it and did not get home till after 1:00 a.m. Mark returned to Las Vegas for the follow-up POCA meeting, and Steve motored on down to Lancaster, or some place in the desert, to see if he can pick up some dust for his new air filter.

**MIKE:** Most of the group caught up with the leaders at a rest area; fearing a repeat of last year's Mojave lunchtime

n i g h t m a r e (where some people were paying their bills before others even got their orders taken, even though we arrived together), after a brief driver's meeting it was decided that we would forgo that restaurant and instead drive up the street to Denny's.

Upon arriving in Mojave, Larry Finch and I duly drove to the Denny's, and found ourselves eating alone, as everybody else apparently forgot what had been

agreed upon. No matter really, as Larry and I needed to discuss track event matters, and a few miles later we would be separating from the main group anyway. After a speedy meal and a top-up of the gas tank, Larry push-started my car and the two of us set off together for our respective homes.

In Fresno, I topped off my Pantera tank for the last time, and Larry once again pushed me, but this time the car was hot and failed to start. On the verge of a heart attack, Larry gave it his all, and earned sympathy from several passing motorists, who stopped and got out of their cars to help out. With a small crew of strangers assisting, the car finally sputtered to life, and with a wave and a toot of the Fiamm air horns, I set off for an uneventful drive the rest of the way home. Thanks Larry!

(There, I found my brand-new starter solenoid sitting in the box where it had been for the past year, ever since I discovered that my original one had cracked, in Las Vegas the previous year!)

**RUSS:** Thus I learned from all my trips to and from Las Vegas, when trouble-



*Roger Sharp, Jim Kuehne and Judy McCartney were the deserving recipients of the Bill Santos Memorial Service Award*

shooting a car problem you need to go all the way to both ends of the systems to find the solution. In Steve's case it was a case of not going far enough up stream and looking at the air filter. And in the case of Homer Dean's Corvette about 20 years ago it was a collapsed catalytic converter at the output. In both cases the more complicated center section, the engine, worked fine. The problems were either input limited or output limited.

**MIKE:** Thanks to hard work and perseverance, coupled with generosity and teamwork, everybody who drove to Las Vegas made it home. Sure, there were a few hiccups along the way, but they all served (when viewed in retrospect!) to add to the overall enjoyment of the event, and create memories that will last a lifetime. The spirit of PCNC was demonstrated again and again, making me even more appreciative not only of these funny Italian/American hybrid cars, but of the people who own them and share the experiences that come with the territory.

Spring 2009 can't get here fast enough!

# Tour de Shops

*On Saturday July 19<sup>th</sup> Bob Benson and Rick Cannon are going to open their shops up for a tour.*

*We will start the day at 9:00 at Santana Row, across from the Westfield Valley Fair shopping center in the back corner parking lot, where the Euro guys get together. Santana Row is located on the corner of Winchester Blvd and Stevens Creek Blvd in San Jose.*

*We will hang with the Euro guys for an hour or so, then head to Rick's shop via Hicks Road and go into the back side of Almaden. His shop is located near the base of Calero Reservoir on McKean road. Rick has a collection of homemade race cars (Old Yeller types) that he has been restoring and racing.*

*After spending time at Rick's shop, we will head back over Hicks on a spirited drive to Bob's new shop for a barbeque, tour and bench racing. Bob's shop is at 442 Industrial in Campbell, about three blocks from the downtown near St. Lucy's Church. He is right behind the Church off of Winchester and Kennedy.*

*We're looking forward to seeing you there!*

**Please RSVP to Bob so we know how much food to get.** You can contact him with questions or for directions at [RCBSONS1@aol.com](mailto:RCBSONS1@aol.com) or by cell at 408 209-7677.

Santana Row (main office)  
368 Santana Row  
San Jose, Ca 95128

Rick Cannon's shop  
22306 McKean Rd  
San Jose

Bob Benson's shop  
442 Industrial  
Campbell, Ca



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SANTA CLARA, CA 95054

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TO-BE-MAILED ORDERS **MUST BE RECEIVED & PAID** BY JULY 25  
CONCORSO PICK-UP ORDERS **MUST BE RECEIVED & PAID** BY AUGUST 8

**QUESTIONS? –** CONTACT PCNC MOTORSPORTS DIRECTOR LARRY FINCH  
[PCNCVEGASTRACK@AOL.COM](mailto:PCNCVEGASTRACK@AOL.COM) 559-281-3497

**For Immediate Release - April 25, 2008**

**Contact: Concorso Italiano (425) 742-0632**  
[ci@concorso.com](mailto:ci@concorso.com)

# **2008 CONCORSO ITALIANO®**

## **August 15, 2008**

**ANNOUNCES NEW VENUE!!!**

**THIS YEAR CONCORSO ITALIANO CELEBRATES**

- **45 YEARS OF AUTOMOBILI LAMBORGHINI**
- **THE CREATIONS OF MARCELLO GANDINI**
- **THE 40<sup>th</sup> ANNIVERSARY OF THE FERRARI 365 GTB/4 DAYTONA**

\* [www.concorso.com](http://www.concorso.com)

**MARINA, CA - MONTEREY BAY** - Concorso Italiano®, the Celebration of Italian Style™ is pleased to introduce a new chapter in the long history of this wonderful event. Earlier this year after learning that the on-going hotel and golf course construction at Bayonet Black Horse Golf Courses would restrict our ability to hold the event in the space it requires, or at the caliber it deserves, and cause our guests to park off-site, we began searching for a new and long-term home.

After reviewing many different sites on the Monterey Peninsula, we are very excited to announce our decision. **This year will be the beginning of a wonderful new era as Concorso Italiano moves to the Marina California Airport - just 10 miles north of Monterey itself.**

This site will give us tremendous opportunity to expand and to introduce new and exciting features. We are keeping all of the aspects that you have come to love about Concorso Italiano including the Fashion Show, the On-stage Commentary with Car Owners and Celebrities, the Wonderful Music, the Beautiful Cars, Riva yachts and of course the festive atmosphere.

This year we will also enjoy vintage aircraft and for the first time at Concorso Italiano, professionally catered Food and Beverage. We will also be adding shaded seating areas where you can relax and view the beautiful cars and the mountain backdrop of the Coastal Range.

Marina City Manager, Anthony Altfeld says, "We want to make sure that we prepare the site well for this major concours. I have scheduled a meeting with the City's Executive Team to make sure everyone knows how important it is that we make this first Concorso a truly 'World Class' event. First impressions make all the difference and you have my commitment that the city will do all that it can to work with the Concorso Italiano team to ensure success."

Mike Graham, Director at Large for the Ferrari Club of America Pacific Region, (who has measured the new site for layout) says, “This will give us a much better opportunity to be creative and to display a more aesthetically pleasing design of cars that will be much more enjoyable for everyone.”

Jim Heady, President of the Lamborghini Club America says, “The new site gives us more open space and the ability to bring in our exotics more efficiently, which allows us more time to enjoy all of the aspects of what Concorso Italiano has become. We are also pleased that there will be an all new dining experience at the Gold Class Luncheon.”

Our New Venue Also Offers:

- Easy Access / Excellent Parking
- The ability to blend Vintage Aircraft with beautiful cars in a significant but non active and quiet area of the airport
- A coastal setting that will be cool and pleasant
- A place to see old friends in a new and exciting setting.

**Concorso Italiano is changing and we're excited to see you there!**

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