



news

www.PanteraClubNorCal.com

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Minutes of Meeting 29 July, 2010

The meeting was called to order, a bit late at 8:07, by the president. All officers were present except for Forest Goodhart, Bob Lucas and Gary Kono. There were 33 names on the sign-in roster, and seven Panteras in the parking lot.

New Members/Guests: There were several new faces in the crowd, including **Mario Sikorsky**, visiting on a business trip from Poland! He saw Bob Benson's Pantera at a recent car show, asked about them generally, and Bob invited him to attend a club meeting.

Jon Cho is a longtime Pantera owner. He fell in love with Panteras when they first came out, and in 1976 he bought a burgundy US-market Pantera GTS, paying \$12K for it. He drove it regularly as a daily driver and a commuter, but when it had less than 12,000 miles on it, he inexplicably

parked it, and it's been stationary for more than 30 years! He's just now starting the process of recommissioning it and soon it will be back on the road.

Our final guest was **Stephane Bergeron**, who had just flown in from Paris a few hours earlier. He's a captain for Air France and managed to trade schedules in order to get a San Francisco trip that coincided with the PCNC meeting! He spoke briefly about Pantera French Connection (<http://panterafrance.voila.net/>), the "Not The French Pantera Club" club. Stephane and his wife are the co-founders of this loose affiliation of enthusiastic owners. Stephane estimates there are no more than 25-30 De Tomaso cars in the whole of France, and a substantial percentage of the younger and more hands-on owners are part of Pantera French Connection. The group deliberately has no rules, no bylaws, no officers, no nothing—it's just a friendly social group of like-minded people.

Stephane brought with him some recently produced polo shirts with the PFC logo, and they sold almost instantly!

Changes To Last Month's Minutes: The July newsletter was hastily assembled, and it showed in a lack of attention to detail. Doris quietly pointed out a few errors; Brett Santos' name was misspelled "Brent", the club library report made reference to the club 'store' when it was clear that 'library' was intended, and in the Run to Reno article, John Columbero was mistakenly identified as Jack Bartole.

Rich Boschert also commented that in the same article, he spun while trying to pass Bob Lucas. There's no way he could run with Bob Benson—at least not yet!

Club Treasury Report: Steve has been busy processing monies for the Monterey event, with numerous checks going in, and fewer, but bigger checks going out. Through it all the treasury remains healthy. We'll know next month if we broke even or lost money on the Monterey event.

Club Store Report: Rich had our new polo shirts in all sizes, available for purchase, at a cost of \$20 each for female shirts and \$35 for male sizes. He also had a few oddball and leftover shirts.

Club Membership Report: Brent reported that there was no new activity since the previous month.

Club Motorsports Report: Larry updated everyone on the status of the Monterey parking corral. We had a total of 52 tickets sold, and 34 paddock passes (although it wasn't clear if all those passes would actually be put to use). Our parking area would be in the same location as last year, parked in a straight line along the dirt hill, opposite from the other, larger club corral areas.

Club Library Report: There was no report due to Forest's absence. Reportedly, conducting a full inventory of the store's contents is proving to be a daunting task; hopefully a complete listing will be available soon.

Club Website Report: Mark issued a one-word report: "Bupkus". This is a bit misleading, as he has been keeping the upcoming events and newsletter pages updated, but otherwise there have been no additional features or content added.

Past Events:

Saratoga Concours: Bob Benson showed his Pantera at this concours, which featured about 100 cars. Local hotshoe Kenny Epsman brought out two of his 1960s NASCAR racers. Another

newer NASCAR car was set up with jacks and pit equipment, and attendees could take part in a pit stop competition, where they would jack the car and attempt to change a tire in the shortest time.

One of the cars in the concours was a former Pebble Beach class winner, so there were obviously some pretty serious automobiles present. Bob won the award for “Best Engine”, and had numerous people ask, “So, when are we goin’ up Highway 9?”

Le Mans Classic: Lori Albino gave a very brief report on her recent trip to France. About six Americans joined Pantera owners from England, Ireland, Spain, France, Norway, Germany, Sweden, Denmark, and Switzerland, and together they enjoyed a tour of the Normandy beach-heads, Mont Saint Michel, and various chateaux and wineries in the Loire Valley, before attending the Le Mans Classic vintage race, where five Panteras took part.

In describing the various people she met, she said, “They’re all just like you guys!”

Palo Alto Concours: The significant De Tomaso present at the Palo Alto concours was the red Vallenga (with white wheels) formerly owned by Mazda chief designer (and father of the Miata), Tom Matano.

NSX Show: Paul Bowden brought his twin-Magnussen-supercharged Pantera to an all-Acura NSX show, and much to his surprise, he was presented with the Best Engine award!

Upcoming Events:

Comedy Day In Golden Gate Park — 19 September: Comedy Day is a free outdoor comedy concert featuring nearly 30 of today’s top performers. It was founded in 1981 as a way for Bay Area comics to say thank you to comedy fans for their support and to The City that has nurtured so many comedians.

Roland Au is one of the event organizers, and arranges for Ferrari and Pantera owners to get the full VIP treatment; Mark McWhinney organizes the PCNC contingent. In exchange for displaying our cars in Sharon Meadows, we are given preferred seating right in front of the stage, free lunch and free drinks. More information can be found on the PCNC website. Please sign up in advance on the website so they know how many of us to expect.

PCNC Drive To Reedyville — 25-26 September: Greg Taylor has organized a weekend outing to Placerville, east of Sacramento on the way to Lake Tahoe. The group will depart from a meeting point at Crow Canyon Road and Hwy 680 at 9:00 a.m., take mountain back roads and arrive at Reedyville at 1:00 p.m. There, Steve Reedy has built his own fantasy park, complete with live steam railroad, old west town, mineshaft, etc. There will be swimming available also.

For those who want to make a weekend of it, an overnight stay then sets them up to participate in EuroSunday, a monthly car show in Sacramento of European-only cars. The location varies; on this particular weekend it will be held at Folsom at the Broadstone Marketplace (2760 East Bidwell Street, Folsom, CA 95630) between 8:00 a.m. and 10:30 a.m.

A general information flyer is elsewhere in this newsletter; as the details are fleshed out, more information will be published both here and on the PCNC website. An RSVP is required; when you do so, Greg will e-mail you all the pertinent information.

All-Italian Car Show In Alameda — 10 October: Doug Abadie will once again be serving as the De Tomaso honcho for 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. Watch for a flyer in next month's newsletter, and of course all the information will be available on the PCNC website; contact Doug if you're planning on attending and he will try to set aside parking for you.

Proposed Driving Event: Gary Kono had proposed an event to be held sometime in September, but the Reedyville event will probably push this event back to October. The plan would be to meet at the scenic overlook at the junction of Hwy 35 (Skyline Blvd) and Hwy 92 in San Mateo, then drive south on Hwy 35, and from there onto Hwy 9. The destination would be Canepa Design, the world-renowned restoration, vintage race preparation and exotic car sales shop in Scotts Valley. Following the tour, the Konos would host a BBQ at their home. The date should be finalized in the upcoming weeks; watch the newsletter and PCNC website for more information.

PCNC Christmas Party — 10 December: The Christmas party will be held in the same location as in previous years, Trader Vic's restaurant in Palo Alto, with the price TBA.

Other Events: There are a few non-club events of note; September 18th is the second annual "Blessing Of The Hot Rods", a free event staged by a church in Los Gatos. Several PCNC members attended last year; the event website is: <http://www.christchild.org/Blessing.htm>. Also, the local Ferrari club is holding a benefit BBQ and car show in Campbell on August 29th; it's unclear whether or not De Tomaso cars would be welcome though?

Buy/Sell/Swap:

Steve's Mangusta Project Castoffs: Steve Liebenow's Mangusta rejuvenation project featured numerous false starts and goofs, and he had several castoff parts to offer up, including a pair of new Pantera muffler mounts. He also has reprints of a Ford guide to the Duraspark distributor available.

Shirts Anyone?: Stephane Bergeron had stuffed ten Pantera French Connection polo shirts into his suitcase, and offered them up for grabs; they sold out in under three minutes!

Beater Trunk Insert Wanted: Rich Boschert has an excellent fiberglass trunk insert available; he has ambitions of installing 180-degree headers but wants to keep a trunk, meaning he needs to hack one up and modify it. Rather than hacking up his excellent one, he's looking to trade it for a beat-up version. So if yours is looking scruffy, here's an opportunity for you!

351C Available: Patrick King has a two-bolt block 351C with a roller cam and roller rockers, complete, available for \$1800.

News, Clues and Rumors:

Mangusta Update: Greg updated the crowd regarding his ongoing Mangusta restoration project. He thanked Steve Liebenow for hauling a windshield down from Reno, and shared photos of the car's body, which is now in primer. He also mentioned offhandedly that this was his and Dianne's 40th anniversary!

Close Encounters Of The Police Kind: Bob Benson was cruising, slowly, through Los Gatos when he passed a motorcycle cop. He soon found himself stationary at the side of the road, as the officer had *smelled* the race gas as he went by! He also noted that the car was “a little bit loud”. A quick moment of panic was dispelled when the officer said, “So, tell me about your car?” The next day, the same officer had an ambush set up, but when Bob came along, he broke out into a huge smile and waved!

Close Encounters Of The Police Kind, French Edition: Mike told the tale of Charlie McCall and Geoff Peters, who had been haring about on the back roads in France. There was one nice, long straight, with a 45-degree kink and then another straight. They came blasting into the kink, looked up and saw police officers with a radar/camera unit on a tripod perched on a small hillside on the outside of the kink. As they went whistling past, they saw two cops in a dead run, hopping onto their motorcycles to give chase!

Soon they, too, found themselves stopped at the side of the road. However, the initial response was a bit less friendly. It seems that Charlie had been pinged doing 146 km/hr



in a 90 km/hr zone, while Geoff was clocked at 135 km/hr. Anything over 130 km/hr entitles the police to seize the car for up to a month, seize the driver’s license, and the resultant fines are completely arbitrary and established by a judge at some later date. There is no question of guilt or innocence; under French law, if you’re ticketed, you’re guilty!

There is a built-in fudge factor, so Geoff was ticketed for 129 km/hr and given an on-the-spot 91 Euro fine. But Charlie was in big trouble.

He put on his tap-dancing shoes and explained to the officers that he was leading a multi-national contingent of Pantera owners and was hurrying to get to the hotel ahead of everyone else to ensure all arrangements were satisfactory. During the course of the conversation, periodically a Pantera would come (slowly) past, lending credence to his story. After sweating him for about 30 minutes, the cop broke into a grin and said, (in French), “So, tell me about your car?”

Charlie took his 129 km/hr ticket, paid his 91 Euro fine, and they lived happily ever after. Except that as a joke, Geoff had sent a text to the group telling them that they were being hauled off to jail! So there was considerable relief (and a bit of annoyance) when they finally turned up at the hotel a couple of hours after everyone else, after having spent some time conducting an unscheduled wine tour!

Close Encounters Of The Police Kind, Friendly Edition: After hearing these tales, club member (and San Francisco Police Department motorcycle cop) Kevin Abbey announced that he's always available and happy to sign off any fix-it tickets that one might encounter.

Driving For Dinner Raffle Results: The winner was Roger Sharp.

Raffle Results: Brett Santos and Trevor Fougere passed the hat once again, with the following results:

Fluorescent shop light — Bob Benson

Matchbox Pantera — Jon Cho

Hand cleaner — Brian Bernard

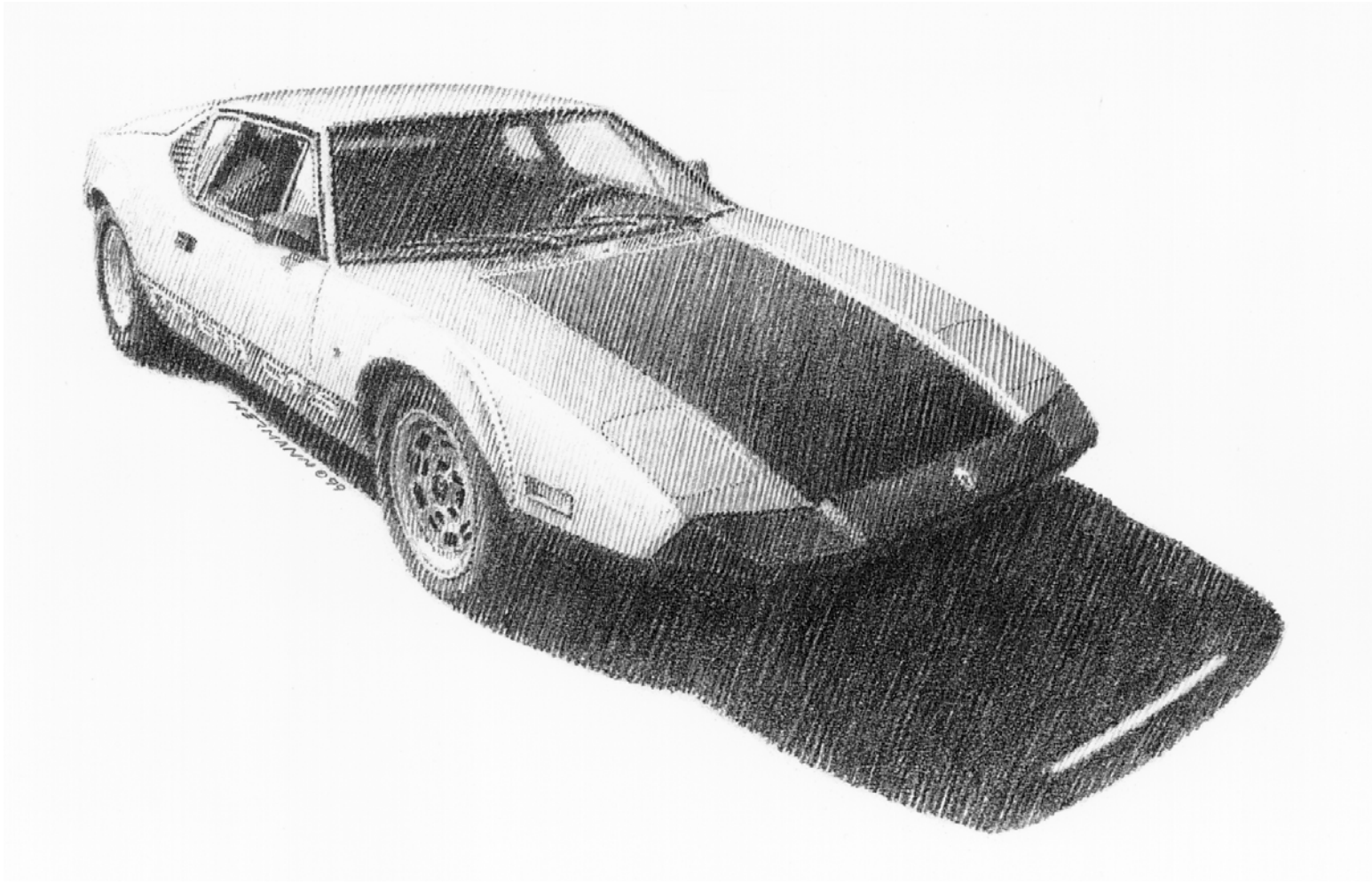
McGuire's Quick Detailer — Rich Boschert

McGuire's Interior Detailer — Dan Lem

Nitrile gloves — Larry Finch

"Something for the ladies" gift certificate — Tom Galli (for Diane Dean)

The meeting adjourned at 9:35 to the parking lot....



Membership News

New Members for August:

John Cho of Union City. John came to his first PCNC meeting in July and joined up right after the meeting. We really make a good impression. John owns a '73 Pantera GTS, bur-gundy and black of course, which he bought in 1976. He loves the car but has not had it running in many years (Russ Britschgi knows all about that sort of thing). Perhaps with a little encouragement, and some help if he would let us, John will have that lovely car back on the road sometime soon (ditto for Russ Britschgi!). Glad to have you as a member, John.

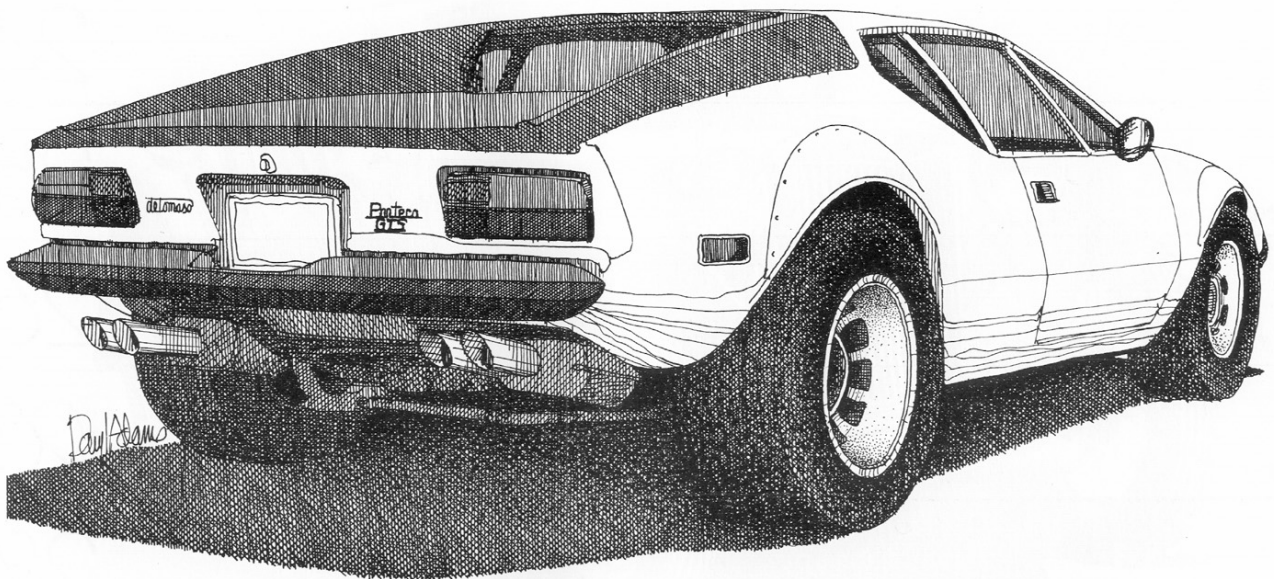
August Membership Anniversaries:

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

Jack and Judy DeRyke: thirty years	Forest and Judy Goodhart: twenty-two years
Jim and Anita Kuehne: twenty-one years	Guy Dellavecchia: eleven years
Tom Galli: ten years	Rich Mathews: ten years
Kenn Roberts: ten years	Paul DaCruz: seven years
Dan Patterson and Paul Goddy: three years	Don and Vida Lima: two years
Steve Neff: two years	Aaron Reed: one year
Al Solis: one year	

Members Miscellaneous:

Dennis (Mad Dog) Antenucci is back in Saudi Arabia; John and Olivia Linke are back in Las Cruces, NM; and Rob and Amy Mc Mullen are now in Scotts Valley, which means Gary Kono has another Pantera in the neighborhood.



The Monterey Weekend

Story by Mike Drew

Photos by Mike Drew, Dennis Gray (Sports Car Digest) and Rolex/Stephen Cooper

Seemingly over almost before it began, another Monterey Historics weekend has drawn to a close. Except, of course, that the seminal event is now known by its new name, the Monterey Motorsports Reunion, reflecting a change in administration of the event after more than 25 years under the stewardship of Steve Earle.

But the Monterey Weekend, as it's colloquially known, is about much more than the races themselves. The historical gestation for the weekend was the Pebble Beach road races, which were held on the narrow roads near the Lodge from 1950 to 1956, and the associated Pebble Beach Concourse d'Elegance, which was started the same year, and continues to be held on the 18th hole of the legendary golf course. But over the years the weekend has grown and evolved, as modern road racing was replaced by the Monterey Historic Races in 1974. With those two events serving as the 'anchor' for the weekend, a host of other automobile-related events sprang up, to the point where it is now quite literally impossible to see and do everything—difficult choices must be made every day.

I have been attending this weekend every year for more than 20 years. To keep it 'fresh', I always try to share it with somebody who has never been, and in past years I've been accompanied by various European POCA members, friends from college etc. This year, I was fortunate enough to be able to ride down with Lori Albino in her '71 Pantera. She had never been before and really had little idea what to expect.

Although the events actually start a full week before the races and the concours, work and travel commitments prevented us from arriving in Monterey before Wednesday night. Thursday began bright and early, when we staked



In good company—a stalled-out Ferrari 250 Short Wheelbase Berlinetta takes refuge behind Lori Albino's '71 Pantera

out a piece of turf on an otherwise unremarkable little road. We joined about 25-30 other knowledgeable enthusiasts, who quietly huddled together in the fog and waited.

Soon there was a sporty roar, and no less than Stirling Moss hove into view behind the wheel of a bright red Mercedes 300SL Gullwing, with a new 2011 AMG Gullwing Mercedes right behind. Executing a snappy downshift, he made a right turn and blatted up the hill and out of sight. Soon afterwards, a veritable parade of truly exquisite cars appeared before us. This was the Pebble Beach Tour d'Elegance, an adjunct to the concours. Owners of cars that appear in the Concours on Sunday are encouraged to first drive them on a scenic tour. Besides giving them the opportunity to drive their cars in the manner for which they were intended, it also gives the public an opportunity to see some of the Concours cars for free.

And so it was that one spectacular automobile after another came snorting, chuffing and blatting past. One of the features of the Concours this year was a reunion of the Ferrari 250 Short Wheelbase Berlinetta (SWB), and sev-

eral examples took part in the tour. One poor driver managed to stall his SWB and it rolled to a gentle stop behind Lori's Pantera. After some head-scratching, arm-waving and muttering in Italian (the car was brought by Houston's Team Risi, which is comprised mostly of transplanted Italians), it was pushed backwards, then easily bump-started and rejoined the tour.

The tour ends in downtown Carmel, where the cars are put on display for the public. There we joined up with POCA members Gray Gregory from Houston, and Jeff Cobb from Baton Rouge, and enjoyed a splendid lunch.

From there we whizzed up to the Los Laureles Lodge, where various Pantera owners were filtering in from all over the USA. The hospitality suite was abuzz with activity, as old friendships were rekindled and new ones made.

As the shadows grew long, several of us chose to drive back down Carmel Valley Road to visit the Baja Cantina. This local eatery and watering hole is a legend among racers, and a popular destination for the local auto enthusiast set, particularly on Thursday nights.

Participation explodes during the Monterey Weekend, and thus the parking lot was filled with every conceivable kind of sports car, hot rod, motorcycle, 4x4 truck, and everything else you can think of. A live band played on the restaurant's patio, and a local non-profit organization had a well-organized burger burn cookout on the grass.

Panteras were rather dramatically over-represented in the parking lot, and as the evening drew to a close, five cars fired up and departed in unison, making for quite a display!

But that paled in significance compared to what was to come. For the Concorso Italiano took place on Friday. Comfortably settled in its new location at the Laguna Seca golf course, and without the pesky inconvenience of a competing event (which thankfully died a well-deserved death after only one year), this year's Concorso saw a 35% increase in the number of participants.

De Tomaso participation was down considerably from prior years, with only 35 or so cars. As a reflection of this, our real estate was shrunken considerably, and it was just barely big enough to contain us. Fortunately the weather proved very cooperative; the



The De Tomaso corral at Concorso Italiano was a bit more, ah, 'intimate' than in years past, but ultimately there was enough room for everyone

morning fog burned off to reveal bright sunshine, but temperatures were extremely comfortable—perfect in other words!

Tom Tjaarda was once again present, although oddly he seemed to be largely ignored by the Concorso people. I'm under the impression that they paid for him to come out and attend, and thus it seems odd to me that they wouldn't use him in a more formal capacity. Of course, his work was featured the previous year, so it would stand to reason that he wouldn't be featured two years in a row.

POCA Raffle Guy Jim Cozzolino has gone to work for the Concorso owners, and was busy for a full week laying out the site and attending to a thousand details. Everywhere you turned, you could see him whizzing around in a COZ 1 golf cart, usually talking on two radios at once.

George Pence of *Pantera International* had a nice display, and the participants in the car display (as well as other club members) were afforded the opportunity to vote for their favorite De Tomaso cars in several classes.

Once criticism of Concorso in years past is that it has been rather low-brow, and lacked 'significant' cars. You can only look at so many Ferrari 308s! But this year, nestled haphazardly in between the mass-produced recent Ferraris, there were some true gems including a 250 Short Wheel Base California Spyder (a similar car sold at auction this weekend for upwards of \$7 million!), and a passel of F40s (they were featured this year).

Clearly, Concorso Italiano has successfully rebounded from the depths it had sunk to, and is now once again a destination that simply cannot be missed!



Tom Tjaarda and Jim Cozzolino



It don't mean a thing if you ain't got that bling—and Gary Spratling has it!



This year's dinner theme was "The Finish Line" and the dinner committee went all-out with the decorations, including cornerworker flags and checkered flag tablecloths. Beautiful Panteras surrounded the dining area



None took the racing/finish line theme to heart as much as Tony Blevins and Anna Lai!

Following the Concorso, we made our way over the grade to the Los Laureles Lodge. There, a hard-working team of volunteers including Garry and Sue Choate, Lori Albino, Randy and Linda Welch, Roger and Pam Sharp, Gary and Maryanne Kono, and Merry Dalcino maintained the hospitality suite, and decorated the patio with a racing theme, including checkered flag tablecloths and cornerworker flags hanging all around. Although it was a bit of struggle to convince people to move their cars, eventually a nice collection of Panteras surrounded the site as well. The dinner itself was fantastic, as ever, but eventually the temperature dropped significantly and the crowd made their way to the hospital-

ity suite to warm up!

Saturday morning, as every morning in Monterey, dawned cool and foggy. Larry Finch had done a bang-up job hustling Laguna Seca race tickets and corral passes, and eventually some 18 De Tomaso cars (including two Mangustas) were parked together along a hillside between turns 2 and 5.

The event had a palpably different feel from years past. Gone was the super-glitz



The Los Laureles buffet was fantastic, as always!



The De Tomaso corral at Monterey had a few interlopers (Maserati Bora, Ultima Can Am, and a big pre-war Lincoln Continental!) but they were all owned by POCA members

Rolex Moments In Time display tent, which was beautiful but consumed a great deal of valuable paddock real estate. Instead, the paddock was filled with cars, cars and more cars! This year saw a *huge* increase in the number of participants—almost a 50% jump from previous years. With over 600 (!) vintage cars taking to the track at one point or an-



Lilo Zicron put on a terrific show in his wildly modified 1970 De Tomaso Mangusta. It's a four-headlight European car, featuring an excellent chassis and a so-so engine, by his account. He still managed to run in front of cars that one would think would be much faster—well-done!

other, it was all but impossible to find something to love.

One sad exclusion was the Can Am group; there simply wasn't enough room to accommodate them in the schedule, so Todd Glycer got skunked this year with his '68 Lola. However, several other POCA members were able to participate, including Capitol Panteras member Rick Carlile in his '69 TVR, and Houston's Gray Gregory, a regular competitor in his '70 Chevron B-16.

A surprise was finding a De Tomaso Mangusta among the competing cars! Lilo Zicron, of Toluca Lake, CA, has a fully race-prepared Group 4 1970 Mangusta (8MA1212) on the grid in group 5A. This car has been extensively modified, and mechanically



Aussie Gr4 Pantera owner Rusty French whupped 'em in his Kremer Porsche 935 for the third year running

bears little resemblance to an ordinary Mangusta. Even though it's equipped with an extremely mild street engine, he was able to hold his own, and ran competitively with Ford GT40s, finish just behind one and just ahead of another. This is the first time a De Tomaso automobile has been a part of the historic races since 1997!

Rusty French has brought his black Porsche 935 from Australia for the past three years, and each year he's run at the front of his pack; this year he won his race again. Rusty is notable for owning one of the original 14 Gr4 race Panteras. It's in very original condition, in storage in his workshop, and he

doesn't seem to have any interest in leaving his Porsche behind and racing his Pantera, sadly.

Celebrities are nothing new during the Monterey weekend, and stalwart enthusiast Jay Leno could be seen cruising through the paddock, chatting with the owners of various race cars, and sharing a moment with TV and movie star Patrick "McDreamy" Dempsey, who besides working in Hollywood, is an accomplished race car driver (he drove a Mazda RX-92 IMSA car in this weekend's races).

Legendary American racer Dan Gurney was the 'featured marque' this year, and white tents held an enormous number of cars from his career, including some of the 150-odd race cars that his company, All American Racers, has manufactured over the years. A sprightly 80 years young, he was all



Patrick Dempsey and Jay Leno share a moment in the Laguna Seca paddock



Dan Gurney, 80 years young, waves the green flag at the ceremonial opening of the Monterey Motorsports Reunion



Among the significant cars from Gurney's career on display in the tribute tent was this 1967 Ford GT Mk IV, in which Gurney and AJ Foyt won the 24 Hours of Le Mans

over the place, including working in the starter's stand, giving interviews, and driving his own cars during the lunch-time parade laps.

The racing was largely incident-free save for one terrifying crash on Saturday afternoon. Professional hotshoe John Morton had been placed in the Collier Collection's Scarab sports-racer, arguably the most beautiful American sports car ever made, and one of only three such cars built. Crossing the blind hill on the front straight on the first lap, he arrived to find cars spun

out in front of him. His evasive maneuver wasn't good enough, and his car launched off the back of a Lister and got airborne, tumbling end-over-end and winding up upside-down in the dirt, with the roll bar partially collapsed.

Fortunately it did its job, and he was shaken but unhurt. What's remarkable is that this car originally raced without any sort of rollover protection; had that been the case this day, he certainly would have suffered mightily. As it is, the car was all but destroyed, but there is a silver lining to the cloud. The

original chassis had been badly damaged in a fire in the 1960s, and the car raced with a hand-made replacement chassis. Much of the bodywork was of dubious origin as well, and it appears that most of the original car still remains in the Collier warehouses. So the wreckage will be carted off and rebuilt to race again another day.

With nothing formally planned for Saturday night, the De Tomaso clan scattered to the four winds. Garth Rodericks and his brother Todd were camped in a classic Airstream trailer in the Laguna Seca campground, and quite a few people joined them for a fantastic dinner of BBQ chicken, links, and tri-tip steaks.

Some went downtown to view the auctions (where two Panteras, including an exquisite Hall Super Pantera, sold for bargain prices of \$40K each), others went to enjoy a quiet dinner, and still others headed for home as they'd just come down for the day.

On Sunday morning, when most people are still sleeping in, the true enthusiasts wake up obscenely early and take part of a little-known ritual, known colloquially as *The Dawn Patrol*. And so it was that Lori and I were huddled with about 75 other people at the vehicle entrance to the Pebble Beach Concours, enjoying free coffee and donuts courtesy of Haggarty Insurance, and watching as one by one, the Concours cars were driven through the fog and the gloom and onto the grass.



Special cars weren't just found on the track. Parked in the dirt was SFM5S003, the very first Shelby Mustang! It's worth telephone-number money, yet the owner didn't have a care in the world. Only in Monterey....

The atmosphere and flavor of the Pebble Beach Concours is completely different from the other events on the peninsula, and it's something that everybody should see at least once in their lifetimes. The quality of preparation and beauty of design of the various cars (and, as of last year, motorcycles) is breathtaking. This year was no exception, with several special categories including a reunion of Ferrari 250 SWBs, Jaguar XKSS roadsters (of the 16 total built, a remarkable 12 of them were gathered on the grass), and a special Pierce-Arrow exhibit, including two original Pierces towing Pierce-Arrow camper trailers.

The Concours organizers instituted a 'survivor' class for original, unrestored cars a few years ago, and among them this year was a charming 289 Shelby Cobra that appeared to have been painted with a brush. It simply oozed patina, and clearly had been used well and often throughout its life.

Among the significant motorcycles on display was the 1920 Indian streamliner ridden at Bonneville by New Zealander Burt Munroe, made famous in the movie, *The World's Fastest Indian*, by Sir Anthony Hopkins.

As the crowds started to form a crush at about 9:30 a.m., we beat a hasty retreat and soon found ourselves back at the track. The crowds were considerably smaller, due both to the fact that



Burt Munroe's 1920 Indian Scout land-speed-record holder

a zillion people where at Pebble Beach instead, and also to the fact that many people choose to travel home on the Sunday. Those people are missing a wonderful opportunity to get up close and personal to the cars, and see some terrific racing, without the bother of the crowding. We enjoyed another terrific day of racing (thankfully incident-free this time), and then rather than getting trapped in the crush of traffic heading home, we lounged around the track until about 7:30 p.m.

I long ago learned of the wisdom of staying an extra night, so as to avoid driving home late at night, while fa-

tigued. After a long night's sleep, we elected to forgo the boring old freeway route, and instead Lori got to wail on her Pantera a bit, on the all-but-deserted Hwy 9 and Hwy 35 (Skyline Blvd). This is one of the most beautiful and enjoyable roads in the Bay Area, with well-marked corners, and a few long straights. Although speeds weren't wholly unreasonable, the speedo did cross into triple digits at least once or twice....

After dessert at Alice's Restaurant (Lori simply couldn't escape the gravitational pull of Red Velvet Cake), we managed to circumvent the rush-hour traffic and eventually were back at home, safe and sound.

It's easy to see why The Weekend is the destination of choice for car enthusiasts from all over the world. The incredible variety of events that are on offer, coupled with the fine fellowship provided by the POCA/PCNC crowd, make this weekend something that simply cannot be missed! Next year's events will be held from 17-21 August 2011 — start making plans to be there!



A total of 16 Jaguar XKSS sports cars were built (using leftover D-type race car chassis tubs and bodies) before a fire destroyed the Browns Lane factory. 12 of them were at Pebble Beach — amazing

I'd like to offer special thanks to Dennis Gray (Sports Car Digest) for the photo of the De Tomaso Mangusta, and Rolex/Stephen Cooper for the celebrity photos from Laguna Seca.

PCNC's Cruise to Reedyville

Saturday, September 25th

We're going on a cruise to fantasyland. PCNC Member Greg Taylor has arranged with his longtime friend, Steve Reedy, to visit Steve and Robin's property outside Placerville.

We will leave our departure point in San Ramon at 9:00 a.m. sharp on Saturday, September 25th for a leisurely back roads cruise up to Reedyville, arriving at 1:00 p.m. We'll have a catered lunch of hamburgers, gourmet sausages, salads, soft drinks (bring your own bottle of wine and a picnic blanket) and cookies. Then you can explore the park-like grounds and period style buildings, go for a swim in the beautiful pool if you wish and visit the "cave bar". And, of course, ride the handbuilt 1890s-style train amongst the trees, by the lake, over the 20' high trestle, through the tunnel and Disney-like mine shaft.

There is an optional overnight stay being planned so we can join the EuroSunday event (with other Italian cars and fans) in Folsom from 8:30 to 10:30 on Sunday morning. EuroSunday will be held at Folsom at the Broadstone Marketplace (2760 East Bidwell Street, Folsom, CA 95630).

This event will be limited to 50 people. We currently have 26 people signed up. We will be signing up more participants at the August 26th PCNC meeting. After that date, if there are still spaces, we will open it up to others (like Capitol Panteras, Reno-Tahoe Panteras etc.).



There is a \$20 per person charge to cover the catering costs - make your check out to PCNC. (If you signed up and didn't pay yet, bring your checkbook to the meeting on the 26th. If you're planning on signing up, do the same thing.)

You can guarantee yourself a spot on this great cruise by signing up at the next meeting. If you cannot make it to the meeting but still want to participate, contact the trip coordinator, Greg Taylor at gregtrans@sbcglobal.net or call him at (650) 348-5877 — leave him your name and phone number and he will call you back.

Once you've confirmed your participation, Greg will e-mail you a complete package with departure point details, maps of our planned route, the exact location of Reedyville and more.

The absolute cut-off date for guaranteeing your spot in this cruise is SEPTEMBER 8th

Comedy Day Car Show

Sunday, September 19, 2010

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, Lamborghini, 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.

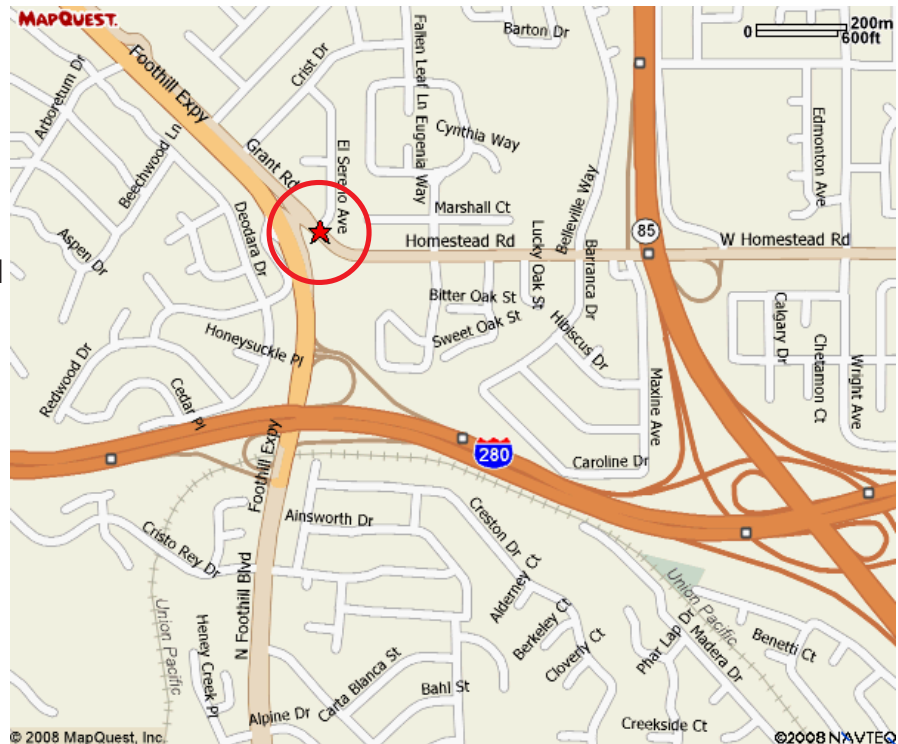
We will have a caravan from the South Bay leaving at 9:15 a.m.. The meeting point is the Trader Joe's parking lot (2310 Homestead Road, Los Altos) near 85 & 280. There is a gas station and drug store there for your last-minute needs. (see the map to the right).

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 (mms@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 website at www.panteraclubnorcal.com and the Comedy Day website at www.comedyday.com.





Brent Stewart
7232 Glenview Drive
San Jose, CA 95120

NEXT CLUB MEETING

**THURSDAY, August 26th, 2010
8:00 P.M.**

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

UPCOMING CLUB EVENTS

September 19 ————— Comedy Day in Golden Gate Park (Mark McWhinney)

September 25-26 ————— Tour To Reedyville/EuroSunday (Greg Taylor)

October 10 ————— All-Italian Car Show in Alameda (Doug Abadie)

October TBA ——— South Coast Back Roads/Canepa Design Tour (Gary Kono)