



news

www.PanteraClubNorCal.com

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Minutes of Meeting 29 September, 2011

The meeting was called to order by the president promptly at 8:00 p.m. All officers were present except for Brent Stewart, Larry Finch, Forest Goodhart and Mark McWhinney. There were six De Tomaso cars (one Mangusta) in the parking lot, and 33 members signed the roster.

New Members/Guests: The club welcomed **David and Thao Fischer**. David is a classic car enthusiast who is no stranger to mechanical agony, with a Jaguar E-type and an Alfa Romeo in his garage. He's on the hunt for a turn-key Pantera to add to his collection, and in fact had already traveled the state and viewed more than a dozen candidate cars. (Shortly after the meeting, he made his selection and bought a really nice yellow '73 Pantera L, with blacked-out trim and Euro L front

bumperettes. He flew down to the Los Angeles area to pick it up, and drove it home without incident. Here's hoping his luck continues to hold!).

Club Treasury Report: Gary announced that all the expenses incurred during the staging of the Monterey event have been turned in to him and paid. The event was within \$25-30 of the break-even point, leaving the treasury basically unchanged.



Club Store Report: Richard is about to place an order for club jackets, and had some for people to try on for size. They are available either with or without a hood, in burgundy, red, black, navy blue, royal blue, and green; the cost is \$100. He also had some club baseball hats available.

Club Membership Report: As Brent was absent, there was no report to report.

Club Name Badges Report: Bob was present to take orders for new name badges, and is about to place a new order. Those who ordered recently should receive their badges soon.

Club Website Report: As Mark was absent, there was no update on club website issues; it was noted that the newsletter and information on upcoming events had been posted since the last meeting.

Club Motorsports Report: Larry was absent, and had nothing to report.

Past Events:

Comedy Day In Golden Gate Park: This event proved to be a disappointment in terms of car participation; although nominally a car show is supposed to accompany the comedy show, there were only three cars on the grass, all belonging to PCNC members. While the car show was a complete dud, the comedy show was outstanding. The car show participants were treated to outstanding hospitality and were able to mingle with the comedians backstage. The featured performer was Robin Williams; it turns out that he went to the same high school as Tom Galli (although they graduated in different years).

Todd Glycer put in a fair amount of work to organize this event, and it was disappointing to see such little participation (not to mention zero participation from the other marques, who were apparently taking part in a Columbus Day car show in North Beach). If we do this event next year, we hope to have improved attendance.

Ironstone Concours Tour: Kevin and Valerie Abbey did a fantastic job organizing and executing the PCNC participation in the annual Ironstone Concours. A group from PCNC left the Bay Area on Friday and drove to Murphys, then to Angels camp, where they enjoyed lunch at a hot-rod-themed restaurant. The afternoon saw wine-tasting, followed by dinner. The concours was Saturday; Tom Galli's Mangusta won as Best De Tomaso, with Steve Dalcino and Garry Choate taking the next couple of awards. There were six De Tomaso cars present, plus a

smattering of Brand X cars driven by other club members. Kevin was the only one with minor car trouble in the form of a recalcitrant clutch; he later picked up a plastic trash bag that melted to his exhaust! But he did make it home under his own power, thankfully.

Tom's son Marco came out from New York and he got to drive the Mangusta for the first time, and as a bonus he got to drive Diane's Pantera too! He can't wait for the next event!

Several people returned home via the Choate's new home in Wilton, outside of Sacramento. See the article elsewhere in this newsletter.

Upcoming Events:

Free Dyno Day! Ed's Speed Shop in Hollister, a company that has sorted out several PCNC Panteras with fuel injection or carburetion issues, is having an open house and will offer free dyno pulls for Panteras, and free food! They have a Dyno Dynamics chassis dyno rated at 2400 hp at the wheels. They specialize in fuel injection, but will also do carburetor and distributor tuning.

PCNC Christmas Party — 9 December: Diane worked hard to plan this event, evaluating three different potential venues before selecting the Crowne Plaza, which is across the street from the Trader Vic's where we have celebrated for the past few years. The cost of the dinner will be \$55 each. She has also reserved 12 rooms at a discounted rate of \$99. There will be a flyer in next month's newsletter, as well as postcards mailed to each club member with all the requisite information. Send your checks to Diane (along with menu choices), made out to PCNC.

Next Year: There are several event ideas that have been percolating for some time; we have simply run out of year now. So next year, expect to see at least one springtime tour in the Sierra foothills, a tour of east bay restoration shops, and a dyno day, among others.

Club Business:

Your Club Needs You! Garth Rodericks is still casting about, searching for candidates to hold elected and appointed club offices, especially the club president. As a former president himself, he said it's the easiest job in the club, as everybody else does all the work! He's looking for one or two people to be on a nominating committee whose function is to 'encourage' people to run for office. He will first seek individuals to run for elected office, and then look for people to take on some of the appointed offices early next year.

Russ asked if Darryl was on the nominating committee; as a former Navy SEAL, Russ felt that was exactly the right kind of encouragement needed!

Diane mentioned that we are registered as a business and have corporate guidelines with respect to club offices etc., so we must respect our own bylaws and ensure that elections are conducted.

Buy, Sell, Swap:

Steve's Garage Sale: Steve Liebenow is having a big clearout of a bunch of junk, er, treasures that he has collected over the years from junkyards far and near. His list of engine blocks, heads, intakes, carburetors, widgets and thingamabobs is far too long to list here; if you have any wants, needs or desires, contact him and he'll see what he can do for you.

351C For Sale...or Not: Patrick King has a complete 351C that he has been trying to sell for months, and he again offered it up to the membership. However, shortly after the meeting, his 408 stroker failed yet again, so the 351C is now back between the fenders while another engine builder has a crack at figuring out what's wrong with his stroker.

News, Clues and Rumors:

Honest, I Just Read The Articles: One of Ron's friends was rooting through old cars at the junkyard and found a box filled with Playboy magazines from 1971. Ron said he gave an issue to Ron ostensibly because it had an original advertisement for the new 1971 Pantera inside, which evoked a round of laughter. He said, "Honest, I got it for the ad! Besides, these girls are all too old for me now!"

England Pantera Sale: Ron mentioned that a blue '73 Pantera recently sold at auction in England for a rather high amount. Mike then said that he had met the person who subsequently purchased it from the used car dealer who bought it at auction; the dealer marked it up to the moon and the buyer fell in love and had to have it! He overpaid by a ton, and is as happy as can be! Mike has since started shipping him parts etc. to fix the little problems that it had (radiator fans, thermostat, etc.)

Bargain Pantera For Sale: Ron saw a yellow Pre-L Pantera parked outside a Costco and spoke with the owner. Ron described him as a 'slick character' who claimed that he sold it for \$60,000 to a buyer in Australia, but he didn't want to deal with the hassle of shipping it, so he would be willing to let it go for 'only' \$50,000 to a local buyer. The car has 81K miles and is all-original. It had been owned by a judge in Redwood City since new; many years ago it was hit in the rear and never repaired, so the rear panel and the decklid are both mangled. The owner had parked it after the accident and it sat for many years until the current owner bought it to flip it.

Ron suggested it might be worth closer to \$20-25K due to its condition (the interior is a mess and the engine bay is covered with oil, so no rust!). He then confessed that he had only paid \$16K for it. Chuck confirmed that the VIN is #4051; photos appear in the Provamo registry.

Silver State Tech Session: Mad Dog Antenucci stopped by Bob Benson's shop on the way to Ely, and fixed his radiator fans. He then ran the event in the 150 mph average class, and John Bentley ran in the 130 class.

Pantera Fever Strikes Again!: Randy Welch has owned two Panteras over the years, and unfortunately sold both of them (most recently to Brent Stewart, who enjoys the car immensely). After spending a few years putzing around in an admittedly very nice Corvette convertible, Randy and Linda now have the Pantera fever once more! So if anybody has a line on an especially good car (especially if a Corvette trade can be engineered into the mix) let them know!

Ireland/England Tour: Mike Drew discussed the recent trip to Ireland and England that he and Lori enjoyed. The UK De Tomaso club had a five-day tour of Ireland, organized by an Irish club member, so they flew to Dublin to join in on the fun. Gentle days of touring the countryside were coupled with long nights of fine meals, singing songs, and general pub merriment. After the event ended, they flew to England and spent a few more days visiting with other UK club members who hadn't been able to attend the Irish tour.

While there, they went to a Wings and Wheels show at the airport where the BBC show 'Top Gear' is filmed. An air show took place overhead, while the car show was mobilized; car show entrants were able to fire up and drive the full length of the runway at top speed, no helmets, no tech, no rules, no nothing! Lori got a ride with Geoff Peters in his monster '72 GT5 conversion Pantera and they hit 170 mph, with the front hood popping open due to the high pressure!

Driving For Dinner Raffle: And the winner was Ron DeMaderios.

Raffle Results: Trevor and Brent passed the hat, with the following results:

Hand-held megaphone — Bob Benson
Roller mechanic's seat — Darryl Johnson
McGuiar's quick detailer — Gary Kono
Orange Goop hand cleaner — Gary Kono
Mechanics stethoscope — Ron DeMaderios
Rotary tool set — Chuck Melton
Mini wood clamps — Garth Rodericks
Heavy-duty tree trimming shears — Steve Liebenow
10-piece deep metric socket set — Barry Hosier
Wire brushes — Doug Johnson
1-to-3 extension cord — Jim Kuehne
Phil Hill 'sharknose' Ferrari 156 poster — David Fischer

The meeting adjourned to the parking lot at 9:15.

Membership News

New Members for October:

We have no new members this month, sorry to say.

October Membership Anniversaries:

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

Larry and Shari Stock: twenty-six years

Mike and Nancy Haney: twenty years

Jim and Barbara Murch: nine years

Steve and Kim Griffin: five years

Brett Santos: twenty-four years

Gary and Mary Ann Kono: fifteen years

John and Cheryl Colombero: five years

George Altamura, Jr.: five years

Ironstone Concours Weekend

Story by Steve Dalcino

Photos by Valerie Abbey and Randy Welch

Many of us who grew up during the '50s and '60s had childhoods filled with western movies, cowboys and Indians, and stories of the Gold Rush. So, when Kevin and Valerie Abbey planned a PCNC weekend in the Gold country for the Ironstone Concours d'Elegance we jumped at the chance to sign up.

The weekend started on a warm Friday September 23, at 10:30 a.m. with a rendezvous in the thriving metropolis of Farmington CA (the intersection of two country roads with a general store, a gas station and a couple of Stop signs). While waiting at the gas station for various contingents of our group to arrive, a beautiful 1935 Cadillac 355D Sedan pulled up to the pumps. It immediately drew Kevin Abbey, Russ Britschgi, Ron De Maderios, Randy Welch and me like moths to a flame. After fueling up, exchanging pleasantries, and showing us the car, the Caddy's owners, Dave and Karen Bernhart attempted to fire the car up and head on up the road to the Concours. But the Caddy refused to start.

At this point the PCNC people came through in true PCNC fashion.



Randy Welch

We started off in convoy with Randy and Linda, who were going to show their beautiful Corvette convertible

Bobbie, Doris, Linda, Merry and Valerie exchanged humorous "broke down by the side of the road" stories to cheer up Karen, while Randy, Ron and Russ aided Dave in diagnosing the Caddy's ailment, while Kevin and I added moral support. The general consensus was that the '30s-era updraft carburetor did not like the 100°+ heat. So, after an appropriate cool down period the old engine came to life and the Bernharts were on their way. Or, so

they thought. Just out of town they were stopped by road construction. Dave did not dare shut off the motor, so they sat with the heater going (a luxury option in 1935) as they poured bottled water on the radiator while the engine idled. After 12 minutes of agony, the flagman sent them on their way for an uneventful remainder of the journey.

Randy and Linda Welch volunteered to scout the construction project and drove up the road in their immaculate '63 Corvette. As we awaited their report, the remainder of our group arrived. A short time later the Welches reported that there were two miles of single-lane controlled traffic on fresh asphalt, then "clear sailing". So at 11:45 Kevin and Valerie Abbey, Ron and Bobbie DeMaderios, Russ and Doris Britschgi, Mike and Nancy Haney, and Steve and Merry Dalcino headed out in four Panteras and a Subaru.

After a slow (due to Concours-related traffic) but beautiful ride through the Sierra Nevada foothills we met the Welches and Garry and Sue Choate in Angels Camp at Rod's Grille for small talk and a refreshing lunch. Then it was on up the road to the Murphys Inn where we met Diane Dean and Tom



Valerie Abbey

Once established at the hotel, it was a short walk to the bar, where the revelry continued well into the evening...

Galli in Diane's Pantera and Tom's son Marco in Tom's Mangusta.

Once everyone checked into the motel, we had the afternoon to wander. Most of the group took a stroll down Murphys' Main Street, a shady six-block affair lined with tall trees, 19th century iron-shuttered stone buildings



Valerie Abbey

At the Concours, the De Tomaso contingent was arranged in a star-shaped formation



Randy Welch

Merry and I were obviously really enjoying ourselves!

and covered sidewalks. The bustling shops, winery tasting rooms, restaurants and a continual parade of unique old cars kept the group pleasantly entertained. Meanwhile, the hopeless gearheads, Randy, Linda, Garry and I, drove to the Ironstone Winery to check out the early staging cars. What a treat that was. Randy's experience in classic auto restoration makes him a well-recognized and respected figure in the field, and people treated us like VIPs wherever we went.

After a thoroughly enjoyable afternoon we met Steve and Linda Liebenow at Grounds restaurant for a gourmet repast. After a delightful supper the movers and shakers hit the Murphys Hotel, a saloon right out of an old western movie (It wouldn't surprise me if Randolph Scott's ghost isn't sit-

ting at a corner table). The old curmudgeons among us (like me) sauntered back to our motel to rest and prepare for the following day.

Saturday dawned pleasantly cooler with thunderheads forming over the Sierras, but only a slight chance of precipitation at the lower elevations (which never materialized). After dealing with a slight glitch in Kevin's clutch linkage, we were off to the Concours.

The setting at Ironstone Winery was pleasant and quite large. There were roughly a half dozen lawn areas varying in size from about one to three acres. These were interspersed among groves of oak and pine trees, with ponds and a small stream flowing through the



Randy Welch

Among the stunning cars on display was this 1915 Stutz Bearcat, the Shelby Cobra of its day. It's almost 100 years old, and fast even by today's standards

property. The cars were staged with enough space between them to allow for individual photographs. The ever-present Easy-Ups were grouped in inconspicuous locations and, for the most part, invisible.

The event had 31 classes and over 350 cars. The different classes of cars were grouped by manufacturer, and arranged by model and year of production. The general requirement was that the entrants be un-modified pre-1971 vehicles. But thanks to Kevin Abbey's efforts, the organizers added a Special Display Class specifically for De Tomastos. The variety of cars was astounding. There was "everything you could think of" and quite a few I'd never dreamed of. The cars conditions were "comfortable" to absolute perfection. Though many cars were trailered in, the event organizers try to encourage entrants to drive their cars to the event. So cars were not downgraded if they had a little mud on the fenders, or a few stone chips on the hood.

The six De Tomastos entered for display in the special De Tomaso class were staged in a prearranged six-



Randy Welch

The Austin-Healey clan had a terrific display

pointed star formation in the center of a large lawn area surrounded by trees, with other classes facing in along the tree line. The De Tomastos on display were; Tom Galli's Mangusta, and the Panteras of Kevin and Valerie Abbey, Garry and Sue Choate, Diane Dean, Ron and Bobbie De Maderios, and Steve and Merry Dalcino.

The rules for judging were a little different than those we Pantera people are generally used to. The cars had to be as-built and un-modified. The only allowable modifications were those done for safety reasons. For example, the addition of seat belts was okay. But! The judges did not look under the hood if the hood was not up. So, if an en-



Randy Welch

Tom and Marco Galli were invited to drive up on the stage to receive the award for the best De Tomaso

trant had an MG TD with a small-block Chevy in it (as one entrant did) and the judges couldn't see the modification without raising the hood, the car was in the hunt. But as the chief judge pointed out, the polished rocker-arm covers shining through the hood louvers, the headers hanging below the frame rails and the dual three-inch exhaust pipes out the back gave it all away. So this car was deemed "for display only" and not judged. Sadly, as a result, the normally "show-stopper" Panteras could not be judged either.

The event organizers chose Kevin Abbey, Steve Liebenow, and Steve Dalcino (me) to judge the De Tomaso class.

Tom Galli's Mangusta was easily chosen as the best of class, as it is "as built" and drop-dead gorgeous. The Panteras, however, gave the judges difficulty. They all looked beautiful, but they're all modified to some degree. The Choates' car had no visible modifications (with the hood down), so in good conscience it got the Award of Merit.

The exhibitors were treated to coffee and doughnuts all day, and a nice buffet luncheon overlooking the winery crushing facility on one side, and the Concours display area and grounds on the other.

After lunch I had a chance to take a leisurely walk through the Concours and its fascinating array of cars. There



Valerie Abbey

The Abbeys treated us to hors d'oeuvres at their lovely mountain cabin

was an 1896 Riker Electric, still owned by the Riker family of Grants Pass, OR. There were Stutz Bearcats, Marmons, LaSalles, Appersons, Studebakers, Cobras (real ones, not kit cars), a Tucker, a coach-built 1953 two-seat Volkswagen Hebmuller, a 1955 OSCA, and yes, the 1935 Cadillac 355D. I could go on and on about just the cars that caught my eye. The only car I looked for but could not find was a Volkswagen Scirocco (rumor has it that all of the remaining examples are under wraps somewhere in Vacaville, CA).

After an enjoyable day with great friends we all headed up the mountain for hors d'oeuvres at the Abbeys' beau-

tiful summer home in Arnold. From there we drove a short distance to the private Snow Flake Lodge for another wonderful dinner. And in typical PCNC fashion, we stayed long enough to fatten the staff's paychecks with overtime.

Sunday dawned with darker clouds and a serious threat of rain at lower elevations.

After a leisurely breakfast we said our good byes and headed home under a threatening sky, but thankfully, no rain. The drive on Highway 4 from Murphys to US 99 was exactly what Panteras were made for, and was the perfect finish to a thoroughly enjoyable weekend.

The entire weekend was meticulously planned by Kevin and Valerie. The Concours was nicely organized, and well-run in a beautiful setting, and the town of Murphys is a perfect location for automotive events. All in all this was a thoroughly enjoyable weekend, and I, for one, hope it becomes an annual club event.



Valerie Abbey

We had breakfast together in a quaint restaurant before heading for home



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NEXT CLUB MEETING

**THURSDAY, October 27, 2011
8:00 P.M.**

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

UPCOMING CLUB EVENTS

December 9 ----- PCNC Christmas Party (Diane Dean)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH