



news

www.PanteraClubNorCal.com

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Minutes of Meeting 17 November, 2011

The president called the meeting to order for the final time during his administration, precisely at 8:00 p.m. All officers were present except for Brent Stewart, Larry Finch, and Garth Rodericks.

Garth's brother Todd has been a fixture at PCNC meetings and events for years, and has suddenly been stricken with stage IV cancer, so Garth was rightly spending time taking care of him. All our best hopes and wishes go out to Todd, Garth and the rest of the Rodericks family.

Ron took the opportunity to thank everyone for their support during his two years tenure as PCNC president, especially those who made the effort to stage club events, and received a round of applause for his efforts on our behalf.

There were two Panteras in the parking lot, and 30 people signed the roster.

New Members/Guests: Brett Santos and Patty brought friends, named Mark and Christine, to their first club meeting.

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

Club Treasury Report: Gary cut a \$2,000 check to Trevor Fougere to pay for raffle prizes for the Christmas party. He also concluded that the switch to a new printer for the newsletter is saving us at least \$100 per month.

Club Store Report: Rich brought the remaining club jackets that he had in inventory; they were available in blue, black and red, in sizes medium and large. He was also taking orders for Christmas delivery, but that ship has since sailed.....

Club Membership Report: Russ made a motion that we once again extend honorary membership in PCNC to the Fertittas and the Stocks. The motion was passed unanimously.

Club Name Badges Report: Bob had nothing specific to report, other than the fact that he had some badges made and had brought them to distribute at the meeting.

Club Website Report: Mark had all the updated Christmas party information loaded on the website, as well as an updated inventory of the PCNC library.

Club Motorsports Report: As Larry was absent, there was no report this month.

Club Library Report: As mentioned above, Forest has updated the club library inventory and beamed the information to Mark, who has it posted on the club website. Anybody interested in checking out items from the library is encouraged to contact Forrest.

He has many issues of *POCA Profiles*, but is hoping to get the issues he's missing in order to have a full collection.

Past Events:

Autovino Movie Night And Tech Session: Tony Blevins invited the members of PCNC to come to a movie night party/tech session at the clubhouse where he stores several of his cars, including one of his two Panteras. See the article elsewhere in this newsletter for all the details.

Tech Session At The Choate's: Lori Albino's '71 Pantera received ministrations from a number of hands at the home of Garry and Sue Choate. The Dalcinos, Haneys, and Barry Hosier all came and spent the night, devoting two days to the main job (installing a Kirk Evans flat firewall kit, which needed a bit of massaging because the '71 cars are different from the later models), and also installing new Porterfield brake pads.

Upcoming Events:

Superbowl Party— 5 February: The Super Bowl party will be held at the Stewart's home in San Jose. Watch for a flyer in next month's newsletter.

Other Events In The Works: Diane Dean has done some preliminary work on several other events for the first few months of 2012; that information will be passed to the yet-to-be-named

new Events Coordinator, and information will be forthcoming in future newsletters and the club website.

Club Business:

POCA Elections: Mark McWhinney mentioned that his term as POCA president is coming to an end, and there are two candidates for the 2012 term. Unfortunately only Judy DeRyke's name made it on the ballot; former POCA president Les Gray is a write-in candidate. The ballot appeared in the November POCA newsletter, but many members failed to receive it in time (or at all) for reasons unknown. The deadline for submission is nominally December 15th, but due to the problems with distribution, ballots will be accepted until December 31st.

PCNC Elections: There are two contested offices; ballots will be accepted up until the Christmas party, where the winners will be announced.

Charity Vote: Russ and Doris passed out ballots, and the winners were Guide Dogs for the Blind, and Pets in Need. Historically we have donated \$250 to each charity we choose, but the final decision will be made by the PCNC board.

Buy/Sell/Swap:

Ford Parts: Steve Liebenow is the club's primary scrounger of old Ford anything; this month he has a five-speed T-45 gearbox (uprated T-5) out of a 1996 Mustang. He also has piles of original and aftermarket 351C parts available; call with your needs.

News, Clues and Rumors:

SEMA Show Report: After wanting to go for the past 30 years, Bob Lucas finally managed to get into the SEMA show. He said that it's lots of work to attend it, as there are literally thousands of vendors, requiring miles of walking. The vendors run the full spectrum from multi-billion-dollar companies (i.e. Ford) to mom-and-pop dingleball manufacturers. Over 150,000 people attend the show. There is a wild cruise at the end, as it takes about three and a half hours for all the show cars to exit the grounds. There was one Pantera present, owner unknown.

Whirlwind Vendor Shop Tour:

Lori told the crowd about a new Pantera owner from Japan who came to Los Angeles with his wife to tour the Pantera shops. Mike and Lori flew down there for the day, with Mike acting as tour guide (Lori had never seen the shops either). Together they drove out to Bobby Byars' home in Chino Hills (he has moved his business into his home to cut down on overhead), then to PI Motorsports, then Panteras by Wilkinson, and finally Hall Pantera.



They were warmly greeted everywhere they went, and both Hiroshi and Lori bought parts at more than one shop!

Afterwards, they were joined by South Bay Panteras member Richard Barkley for dinner, before flying back home that evening.

Skip Barber Racing School: Lori has been driving track days in various cars, including her Pantera, and a track-prepared Mustang, and Mazda Miata, but she wanted to elevate her skills, so to that end she attended the swanky three-day Skip Barber Racing School at Laguna Seca. The intensive program utilized race-prepped Mazda Miatas. The weather was spectacular, and she reported that she had more fun than anything she'd done in her life (with a bit of fear added for good measure). Autocross, tracking cornering drills, full laps of the track, and finally an informal race rounded out the course. Her graduation entitled her to apply for an SCCA license, and she's actively on the hunt for a track-prepared Miata to serve as her primary track-day car.



Lori had an adventurous month—she also announced that she and Mike have become engaged to be married! No date has been decided yet....

Phoenix Recon: Russ and Doris Britschgi reported that they went to Phoenix for the NASCAR race, and while they were there, they checked out the hotel/casino that will be hosting the POCA Fun Rally in 2012. It's a brand new hotel, very near the freeway and easy to find, and literally across the street from the race track. There is lots of trailer parking, but the casino is very smoky, unfortunately. They said it was less than a 12-hour drive from the south bay (via the unremarkable freeway route).

The track event will be held on a very flat track (much like the track we used to run at the Las Vegas Speedway). Thanks to an enlightened populace, no mufflers will be required. The track event will be run on Thursday in conjunction with NASA, and on Friday night there will be grudge drag racing, with a special lane set aside for Panteras, so they can have side-by-side action together.

John Columbero Back In The Saddle: John reported that he spent four solid days at his vacation home in the mountains outside Redding, putting a new engine in his Pantera, along with all new suspension (shocks/springs/bushings). When he was finished, he drove it around the block, then drove straight back to the Bay Area, including periods of torrential rain. The car didn't skip a beat!

Coddington Wheels Nightmare: A POCA member from Paris bought a set of Pantera East

wheels for his '71 pushbutton Pantera several years ago. They were made for Marino Perna by Coddington Wheels. When he bought a '79 GTS to accompany his early car, he wanted a matching set of wheels for it as well. When Marino wasn't able to come up with a price or delivery date, Stephane contacted Coddington directly, and purchased a set of what they purported to be the same wheels.



They were shipped to Mike Drew for him to act as Quality Control (and international shipping agent), and good thing too—they were absolutely junk. Unlike the Pantera East wheels, which are exceptionally well-made and true to the original Campagnolo design, these wheels are thin, flat and cheap, a terrible two-dimensional knockoff of the originals. Mike brought one of the wheels to the meeting and people were generally appalled; even though the actual construction seemed fine (they were round and shiny), the design is atrocious.

Needless to say, they were returned, but as of this writing, a refund has yet to be granted. Stay tuned....

Christmas Gift: The club invited our long-serving (20+ years) waiter Tony into the room and presented him with a \$100 gift card, and a Christmas card signed by everyone present.

Driving For Dinner Raffle: The winner was Ron DeMaderios.

Raffle Results: Trevor (aided ably by Brett as usual) passed the hat for the last time, with the following results:

- Tool bag 12 — Mark McWhinney
- Tool bag 15 — Curt Hall
- GT40 shirt — Patrick King
- De Tomaso shirt — Steve Liebenow
- GT350 shirt — Ken Levin
- Meguiar's wheel cleaner — Forest Goodhart
- Meguiar's quick detailer — Darryl Johnson
- Mini-Dremel kit — Rich Boschert
- Arrowcopter toy — Chuck Melton
- Self-charging smoke alarm — Forest Goodhart
- De Tomaso grille badge — John Columbero
- Meguiar's clay kit — Barry Hosier
- Goop hand cleaner — Forest Goodhart
- Dial caliper — Steve Liebenow
- Too-long steering rack boot — Ron DeMaderios
- PI Motorsports T-shirt — Darryl Johnson
- Clamp-on work light — Lori

The meeting adjourned to the parking lot at 9:25 p.m.

Membership News

New Members for December:

We have no new members this month.

December Membership Anniversaries:

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

David and Loretta DellaMora: 12 years

Mark McWhinney: 10 years

Marcus and Irene Smith: 6 years

Roger and Thelma Brotton: 5 years

Ken and Laura Painter: 2 years

Doug Johnson: 1 year

Jon and Olivia Linke: 12 years

Peter and Christine Kovacs: 8 years

John Allen: 5 years

Trevor Fougere and Jill Lee: 5 years

Dennis Sellen: 2 years

Evan Matthews: 1 year

New Membership Rosters Will be Printed In January:

- 1) If you do not wish to have your address, phone number(s), and/or car information listed, you must notify the PCNC Membership Coordinator.
- 2) If the data in the current Roster has changed, please be sure the Membership Coordinator has the correct info on file.
- 3) Your E-mail address can be included if you give it to the Membership Coordinator.
- 4) The Membership Coordinator is Brent Stewart, 7232 Glenview Drive, San Jose, CA 95120. You may call (408) 768-0649 or send an e-mail to: bjbstewart@yahoo.com.

Automobili



Seasons Greetings

Movie Night Tech Session

Story by Mike Drew

Photos by Sue Choate and Mike Drew

Tony Blevins invited the members of PCNC to come to the exclusive car/wine clubhouse known as Autovino, where he keeps several of his cars. Autovino is located inside a repurposed industrial building, which has been remodeled to serve as a dual-purpose facility. The 'Auto' part consists of climate-controlled storage for high-end collector cars (probably 50-60 of them currently), while the 'Vino' portion gives members a place to store their wine collections. The building also has a cigar room, a small bar and various meeting facilities.



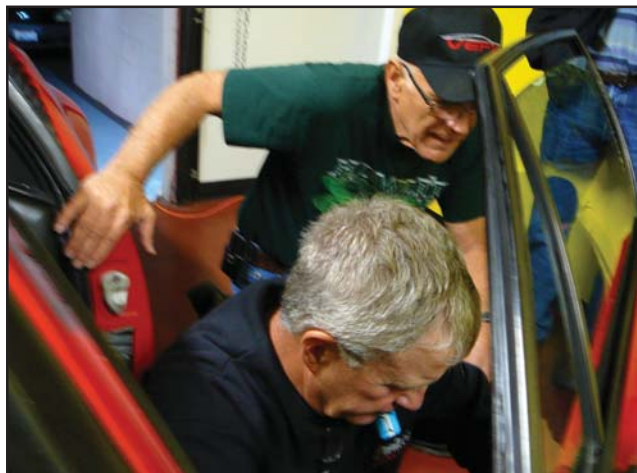
Autovino is filled with dozens and dozens of exotic and collector cars; the Ferrari Mondial in the foreground is the actual car driven by Al Pacino in the movie Scent of a Woman

Tony's vision was to invite us there to spend a night watching Pantera-related TV shows and movies, and also to work on sorting out his recalcitrant driver's-side window in his '73 Euro-

pean GTS Pantera.

The night was a rousing success, despite the fact that Ron DeMaderios later said he had a 'total failure' in attempting to adjust Tony's window, de-

spite working on it for several hours. He almost got it, but then made another adjustment and went backwards, never again approaching the state of 'rightness' he was looking for.



Garry Choate stepped in to see if he could make any headway with Tony's window adjustment



Garry also fooled around with Tony's TVR in an attempt to find the source of the persistent ignition miss

In the meantime, Garry Choate was working on Tony's TVR, attempting to find the source of the miss that had it running on only five of its six cylinders. An oil-fouled plug told a tale of engine woes that will probably require more extensive work.

Rich Boschert was at least partially the impetus for the tech-session side of the event, but he showed up late and never touched a tool, instead choosing to eat chips, drink wine, check out cars and watch movies!

Garth Rodericks brought the Pantera episode of *Hawaii 5-0* along with the movie *Banzai Runner* which features his Pantera. By popular demand, he

fast-forwarded through the non-Pantera scenes, and everyone enjoyed seeing how the cars were perceived back when

they were new.

Tony had laid out a great assortment of munchies and drinks, and there were probably 50-60 collector cars to admire. (One of them is a yellow '71 Pantera #1939 belonging to a non-club member, that will be for sale soon because unfortunately he is suffering from terminal cancer).

Near the end of the evening, a small pool tournament broke out as well.

Tony received well-deserved kudos for putting on a great event. He promises to do it again in the spring or summer, perhaps focusing on pool as the club has two tables.

And hopefully he'll get his window working too!



Later in the evening, the pool cues came out, and several spirited games of pool were played



This beautiful yellow Pantera #1939 will soon be for sale, because sadly the owner is suffering from Stage IV cancer. Tony's silver Pantera (with GT5 body kit) is parked alongside, and is also for sale. Contact Tony for more information about either car

Thunderhill Track Day

Story by Brent Stewart

Photos by Mike Drew and Dito Milian (www.gotbluemilk.com)

The notice came from former PCNC member Ed Kornegay. He was offering all Pantera owners a chance to run their Panteras at Thunderhill with his private track club, Checkered Flag Racing Association, on Monday, October 17th for half price. It had been years since CFRA had seen a Pantera at one of their events, and Ed wanted to change that!

Old-timers will remember Ed, who used to be in charge of the PCNC track event in Las Vegas.



Early arrival Friday afternoon meant rock-star covered parking



Joel and Shelly Gust retained their PCNC membership even though they sold their Pantera years ago; here he's showing his Datsun 240Z and Nissan 350Z track cars to Rich Boschert and Brent Stewart

About 15 years ago, Ed and several other PCNC members formed their own open track club in order to enable them to run their Panteras on the track. CFRA has grown to be rather 'racy' and also rather 'clubby', with a small and exclusive membership.

Unfortunately, all of the club member's Panteras have either gone by the wayside, or are terminally laid up as funds no longer allow them to be run. Ed sold his car, Pete Beckham sold his car to buy a 1990s NASCAR racer, Joel Gust sold his to fund several different track cars, Charlie Puckett doesn't have the time to run his car, and the list goes on. Ed was nostalgic for the days when Panteras roamed the tracks, so the offer was made.

Several of us PCNC members

wanted to do it, but had ten-year-old Pirelli tires on my car that were rather worn out, so I started my search for new Toyo R888s that would give me a good combination of track and road use.

Bob also had a few "issues" to resolve. For one, his straight pipe 180's would never make it with the 103 dB limit Thunderhill imposes, so Bob

kicked the idea around and looked into the getting the day off to head up north for this event. What a great chance to get our Panteras on an open road track and really see what they could do!

Bob Benson and Rich Boschert both expressed interest. I really

started working on getting new mufflers fabricated. He also decided it was time for new tires, and got a set of Hoosiers mounted for the event.

Rich also wanted to experiment with some new wheels and tires, so he purchased a set of slicks and lowered his car down quite a bit (about two and a half inches). His new Basset wheels are quite different from the 18-inch Kinesis wheels he normally runs—15x14 in the rear and 15x10 in the front, a fantastic track setup!

I had my new tires installed by Dave at Borelli Motor Sport, secured a trailer from Orlandi Trailer Rental, and borrowed a friend's Dodge truck for towing.



Lori Albino leads Brent Stewart into turn 11

The three of us started off Sunday morning, Panteras in tow, on the 200-mile trek to Willows, CA, home of Thunderhill Raceway. We met our fellow Pantera owners Darryl and Connie Johnson, Mike Drew (who brought his \$35 Scirocco), and Lori Albino at the track and unloaded our cars. We were excited to have five Panteras ready to run the next day!

That evening we met up with the CFRA club for a free pizza dinner and had a chance to connect with their members.

The next morning, we all arrived at the track a little early to ensure our cars were ready to go. We attended the mandatory drivers meeting to get our instruction, and go through the details of the day's event. There was plenty of track time to be had, with each group slotted for five 30-minute sessions.

The groups were well sorted. Group "R" had 21 cars. Group "B" had 16 cars, featuring four Panteras (all of us except Bob). It also included an F430, NSX, Exige and Elise, Mike's VW Scirocco (my nemesis) and a 2012



Brent found that his stock brakes were not up to the task of coping with 500+ horsepower and super-sticky tires. Still, he worked on his lines and had a great time!



After a bit of 'agricultural' racing early in the morning, Darryl got down to business and was soon one of the fastest cars in his group



Bob Benson's normally-raucous Pantera was almost civilized with his new mufflers fitted. He had high oil temperatures until he started running one gear higher all around the track—and went faster as a result!

Boss 302. In total, eight of the 16 cars in Group B were mid-engine. Bob ran in Group "A" which only had nine cars.

Thunderhill is an amazing track. If you ever get the chance to run your Pantera or other car there, do it! It's a wonderful combination of speed, wide sweeping turns, and some technical corners to navigate. One such turn, the infamous turn 5, al-

lowed both Darryl and Rich to discover the four-wheeling capabilities of their Panteras (Left, then right, Rich...).

Each of us had our battles on the day. Darryl was fighting with a Corvette, Bob was going back and forth with a Viper, and I couldn't get that crazy Scirocco out of my rear view mirror! I quickly learned that if you are going to track with a 500+ HP motor, you better have brakes to match (an excellent winter project!).

A pair of PCNC members who have kept a low profile for years were on-hand to spectate. Erik Belter has two project Panteras and is struggling to finish one of them, and Dennis Antenucci flew up from So-Cal just to check everything out. After an E-ticket ride with Mike in his Scirocco, he



The Green Machines—Rich Boschert’s lowered and slicked-up Pantera was poised for success, but the engine let go after only three laps. Meanwhile, Mike’s track-prepared Scirocco beater served as on- and off-track taxi for several PCNC folks (here showing Dennis Antenucci how cars can be driven both straight and around turns)

pledged that he’d bring his Pantera next time and run it on the track. We’re going to hold you to that, Dennis!

There was only one major mishap on the day for the Panteras. Rich was only three laps into his first session when he heard a loud and regular “clunk” coming from the engine. He quickly shut it off hoping to minimize any damage, as it was definitely an expensive sound. We were not able to diagnose the problem at the track, so he loaded it up on the trailer and hitched rides with others for the rest of the day.

(Upon disassembly, he found that

he had a faulty link bar roller lifter. Apparently Edelbrock somehow forgot topeen the retainer, causing it to fail and take out a few important parts with it).

In all, we had a great time. The people were fantastic, the cars fast, and the weather couldn’t have been nicer. I think I speak for all of us that attended—we can’t wait until the next CFRA event!



Dennis Antenucci, Bob Benson and Erik Belter swap stories at the end of a terrific day at the track



Nice butt! Lori shows her tail to the photographer as she powers out of turn 4 and charges up the hill



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NEXT CLUB MEETING

**THURSDAY, January 26, 2012
8:00 P.M.**

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

UPCOMING CLUB EVENTS

February 5 ----- Super Bowl Party (Brent Stewart)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH