



# news

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

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## Minutes of Meeting 30 August, 2012

The meeting was called to order by the president precisely at 8:00 p.m. All officers were present except for Greg Taylor, Mike Drew (Steve Liebenow again stood in for him), Mark McWhinney, and John Colombero (who had undergone emergency heart surgery a few weeks earlier, but then sadly suffered a stroke a few hours later, and is now in rehab, making steady progress). 33 members signed the roster (although we suspect there were more in the room) and there were 12 De Tomaso cars in the parking lot!

**New Members/Guests:** The club welcomed **Phil Miller**, who has been a PCNC member off and on since 1980 but had never attended a meeting before! He even drove his Pantera, a yellow L-model.

**Club Treasury Report:** Tom reported that both the Los Laureles and Laguna Seca events squeaked out a small profit, tracking right with expectations. The club also received the quarterly reimbursement from POCA for club member dues.

**Club Store Report:** Bud brought in some small items for show-and-tell. He is working to get in touch with vendors for embroidery and screen printing, and once this is done, he can get pricing established. He showed a couple of different jacket versions to solicit opinions. Either a large De Tomaso logo, or the PCNC logo could appear on the rear, with a panther head for the front pocket area. He also showed a slightly different version cut for the bigger guys, and a sports-type denim jacket with striped elastic bands at the waist and cuffs, and lighter-color sleeves. He also cleared out some old inventory at blow-out prices.

There was discussion about getting wider opinions on style selections, and also about the desire to start selling merchandise to the general public. Tom Galli brought up sales tax ramifications of such a move. He believes that groups that sell could be liable for sales tax if the profit is more than 5%; however, if sales tax is paid when the item is purchased, then there is no need to collect tax when it's resold.

Lori showed a catalog of ladies items and asked for feedback from the ladies present.

Bud has also contacted a prior club store vendor, Monarch, and they are sending him a number of novelty items that we used to carry.

**Club Membership Report:** Greg has been working on a way to 'blast' information out to all club members electronically. While the club has an existing mechanism for this, currently it is limited only to those people who have signed up on the PCNC website, which represents only a portion of club membership. Greg's proposal involves a commercial company that handles the service for us, and enables the delivery of a much nicer product, with a slight cost associated. He's working to gather up e-mail addresses for everyone in the club, but so far this has proven difficult.

If you are a PCNC member and have an e-mail address, please send it to Greg (his address appears on the front cover of this newsletter)

**Club Name Badge Report:** See Lori if you have any name badge needs.

**Club Website Report:** The subject of the website had been discussed at length during the membership report; Mark wasn't present to give a specific website report.

**Club Library Report:** Forest reported that he actually had a request for a library item!

### **Past Events:**

**Monterey Weekend:** There was a general feeling that the number of attendees at Concorso was down, along with the number of participants. The high cost of spectator attendance perhaps resulted in 90% of the attendees being those who brought their cars in? Attendance at the Monterey Motorsports Reunion and Pebble Beach were both very high, however. The Concours de Lemons continues to enjoy popularity as well.

Bob Benson gave an account of the Cobras at Laguna Seca. He said there were lots of kit cars, and approximately 30 original Cobras (the actual number was closer to 100, if you looked around enough), and a couple of ultra-expensive Cobra Daytona coupes (one of which, the #9 owned by Rob Walton, the Wal-Mart heir, was crashed heavily in turn 5 resulting in extensive damage to the nose). He said an old PCNC member he bumped into told him the first 10 finish-

ers in the Cobra race were disqualified for running illegal motors! (Unverified, but possible!)  
See a full report elsewhere in this newsletter.

**Sunnyvale 100th Anniversary Parade:** Jim Kuehne, Roger Sharp and Dennis Morse attended and drive their cars in the parade; none had any overheating issues thankfully.

**Hillsborough Concours:** Bud Millard took third place overall with his Pantera. Scott Pinsky was there also, with his Pantera. Ron DeMaderios was placed in another class since his car was considered to be too modified (what, with a 5.4 liter fuel-injected modular motor? Imagine that!), but Tony Blevins beat him out with his 1965 Honda S600 roadster, which an engine that revs to 14,000 rpm! Ron displayed the small information plaque that the organizers print up on etched aluminum for each car—very snazzy!

Bud hopes to have a Pantera-specific class next year, which will be more accommodating to modified cars. He also mentioned a back-day tour the day before the event. This year they toured Black Road in the Santa Cruz mountains, which is not necessarily the kindest road for classic cars.

### **Upcoming Events:**

**All-Italian Car Show In Alameda — 7 October:** The previously announced date of this event was incorrect; typically it falls on the second Sunday of October, but this year it will be on the first Sunday. Staged by the Alfa Romeo club, it's an annual benefit for the Alameda Special Olympics.

The PCNC crew will meet for breakfast at 8:30 a.m. at Elio's restaurant, 260 Floresta Blvd, San Leandro, then proceed as a group to the car show. After the show, everyone is welcome to join the Dalcinos in Pleasanton for afternoon *hors d'oeuvres*. **PLEASE RSVP to: [Dalcino@netzero.net](mailto:Dalcino@netzero.net)** if you plan to attend the breakfast and/or the after-party. Directions to the after-party will be provided to those attending the car show. See the event flyer elsewhere in this newsletter, and further information on the PCNC website.

**PCNC Christmas Party — 7 December:** We have successfully wrapped up negotiations, and our party will be held at the Hilton Garden Inn in San Mateo. They are not charging us for the room either, which is great news for the bottom line. Hotel rooms are \$10 more than last year's venue, but as a bonus, they come with a full buffet breakfast which makes it a much better deal, at only \$109 per room.

### **Club Business:**

**Elections Are Coming:** The club is seeking nominees for both elected and appointed officer positions. John Colombero was being groomed to take over the Events Coordinator position, but his illness will likely preclude that, at least for now, so we need someone to step forward and help out.

If you are interested in serving in any capacity, please let the club know! A nominating committee will be formed shortly to seek out potential candidates.

**John Colombero Update:** John's condition was considered touch-and-go for a bit, but he has now been moved out of the hospital into a rehab clinic. His condition was guarded, but the prognosis is optimistic, and significant progress has been noted. He will likely be able to receive

visitors by the time the newsletter is printed; contact Diane Dean for specific information. The members of PCNC are all pulling for him and wishing him a full and speedy recovery!

### **Buy, Sell And Swap:**

**Vitaloni Californian Convex Mirrors:** Bud Millard has a pair of these mirrors, which were the factory mirrors on European Panteras. These are somewhat special in that they are fitted with convex lenses which improves visibility noticeably. He's asking \$150.

**Duraspark II Distributor:** Steve Liebenow has a Duraspark II distributor and associated wiring available, for \$75.

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

**Good Deal Turns Into Bad Deal:** Doug Johnson related the story of a Pantera for sale that he ran across, that was eventually sold to a buyer in New Jersey via E-bay. The car didn't sell the first time for failing to meet the reserve. The seller dropped the reserve and it subsequently sold for way above the original reserve! The buyer sent a transporter to pick it up, towed by a Datsun pickup! The trailer's tires blew out somewhere in Nebraska and the rig rolled off the road, damaging all four corners of the car on the trailer! The insurance company wanted to total the car as it had \$38K worth of damage, but the buyer wants to fix it.

**Youtube.com/drive:** A representative for a new corner of Youtube focused specifically on automobiles approached Bob Benson at a car show, looking for "...cars that people drive..."

**24 Hours Of Lemons:** Lori Albino got recruited by a team that has entered a Ford Ranger truck in a two-day endurance race at Thunderhill. She'll be one of four drivers in the race, which will feature almost 200 cars (!) on track at the same time! The catch is that the cost of the cars (excluding safety equipment) can't exceed \$500. Watch for a full report next month....

**Raffle Results:** A once-again-upright Kevin Abbey, ably assisted by Brett Santos as ever, conducted the raffle with the following results:

De Tomaso Banner — Rich Boschert  
De Tomaso coasters and Tiny Pedal Car — Dan Lem  
Car Clock — Tony Blevins  
LED drop light and shop/mechanics gloves — Brian Bernard  
Pneumatic Grease Gun — Ron DeMaderios  
De Tomaso Key Fob — Kevin Abbey  
Extending Magnet — Brett Santos  
De Tomaso keyfob — Ron DeMaderios  
Matchbox Pantera — Mark Tumbarello, Lori Albino  
Spray Lock Lubricant — Steve Dalcino  
Edelbrock Poster/Banner — Denny Morse  
Coolant Recovery Kit — Gary Kono  
Classic Motorsports Magazine T-shirt — Tony Blevins  
Lumbar Support — Bob Lucas

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

# Membership News

## New Members for August:

**John Koslosky** of Castro Valley owns a '73 L but it has the two-pod dash, one of a handful of crossover cars built in the spring of '73. It is currently primer gray but he wants suggestions from members on a good paint shop. As he says, "I bought someone else's incomplete project..." Tell me about it! John's e-mail address is [velokos@yahoo.com](mailto:velokos@yahoo.com)

## August Membership Anniversaries:

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

<b>Jack and Judy DeRyke:</b> thirty-two years	<b>Forest and Judy Goodhart:</b> twenty-four years
<b>Jim and Anita Kuehne:</b> twenty-three years	<b>Guy Dellavecchia:</b> thirteen years
<b>Kenn and Anna Roberts:</b> twelve years	<b>Rich Matthews:</b> twelve years
<b>Tom Galli:</b> twelve years	<b>Paul DaCruz:</b> nine years
<b>Steve Neff:</b> four years	<b>Don and Vida Lima:</b> four years
<b>Al Solis:</b> three years	<b>Aaron Reed:</b> three years
<b>John Cho:</b> two years	<b>Dennis Morse:</b> one year
<b>Terry and Judy Morris:</b> one year	<b>Bud Millard:</b> one year

## New Members for September:

**Chris Darling** of Lompoc: Chris has been a Member of a SoCal chapter but has chosen to change his membership to PCNC. In addition, Chis plans to submit various tech articles through our newsletter in the future. Chris' Pantera was a De Tomaso of the Quarter in the 2003 No. 2 issue of *POCA Profiles*.

**David Yamada** of Pleasonton: Many people already know Dave as the resident supplier of great car detailing products to PCNC. Although his membership was announced in our July Newsletter we got a little mixed up on his membership check, so his official application was just recently submitted to POCA.

## September Membership Anniversaries:

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

<b>Ken and Darlene Levin:</b> thirty-nine years	<b>Debra Woumm:</b> fourteen years
<b>Larry and Donna Finch:</b> eleven years	<b>Bill Charlton and David Charlton:</b> eleven years
<b>Lori Albino:</b> eleven years	<b>Peter and Katie Cajthaml:</b> eight years
<b>Garry and Sue Choate:</b> seven years	<b>Markus Woehler:</b> seven years
<b>Oyvind and Dagny Bakken:</b> five years	<b>Anders Hellberg:</b> four years
<b>Tony Blevins:</b> four years	

# Monterey Weekend 2012

Story by Mike Drew

Photos by Mike Drew and Matthew Kelleher

Every year in August, the automotive faithful from around the globe converge on our own backyard—Monterey, specifically—to attend a vast smorgasbord of events designed to appeal to classic car enthusiasts of every stripe. This year was no different.

For more than 20 years, I have been making the pilgrimage to Monterey for the Monterey Historic Races (now run by SCRAM and called the Rolex Monterey Motorsports Reunion, or MMR), the Pebble Beach concours, Concorso Italiano, and as many other events as possible. While in the past my lodging has ranged from the humble (the Navy Lodge, which is actually a very nice hotel) to the downright pathetic (the floor of the PCNC Hospitality Suite), this year I was invited to share a lovely Spanish Adobe villa, Casa Boronda, nestled right in the heart of Monterey (site of last year's dinner with Tom Tjaarda). Every year, Jeff Cobb splurges to rent this compound and then finds like-minded friends to share it with him. I'm convinced that my invitation this year resulted from the fact that I would be attending with Lori!

And so it was that we made preparations to drive down. With Cobra the



*Nor-Cal Shelby Club member Drew Serb in his Dragonsnake Cobra, one of eight Cobras specifically built for drag racing, and the holder of the national AHRA record. With a 5.41 rear end ratio, and running bias ply front tires and 40-year-old slicks in the rear, and open headers, it was quite a handful on the tour!*

featured marque, the logical thing to do would be to bring my 427 Cobra replica. Unfortunately, I spun a bearing or three (I think) in November of last year, and haven't had the time/energy/money to deal with it, so the Cobra was out. The next logical choice would be my GT350 clone, which has been sitting in my garage since February, needing a mere four days work to be complete after a six-month restoration that took seven years to accomplish. But alas, four days of spare time have proven elusive as well.

Fortunately, both my Pantera and Lori's are running

like Swiss watches at the moment. Since we took hers last year, we decided to take mine this time.

Each year, the Monterey week seems to start earlier and earlier. We were fortunate enough to be able to get away Wednesday evening, and had an uneventful and traffic-free drive down to Monterey. We pulled into Casa Boronda and were greeted by a smiling Jeff, who showed us to our incredibly inviting accommodations, which were created from a converted two-car garage (waste of a perfectly good garage, in my view!)

The next morning, we got an early start, loading up folding chairs and heading to an unremarkable intersection on an equally unremarkable road. When we got there, about a dozen people were already waiting.

For this unremarkable road bore a singular distinction—one day a year it becomes truly extraordinary, for it is the chosen route for the Pebble Beach Tour d'Elegance. While the Concours is best-known for white-glove inspections on a beautifully manicured lawn, the



*Cellphone magnate and Forbes 500 gazillionaire Bruce McCaw behind the wheel of his 1908 Benz Prince Heinrich Rennwagen*

organizers wisely decided a few years ago that cars are meant to be driven, and credit should be given for those cars in the concours that are capable of attaining and maintaining the locomotive state over a variety of roads, including steep hills, for several hours.

We established ourselves alongside the others and waited. A few moments later, the sound of unmuffled exhausts could be heard, and soon a CHP motorcycle with flashing lights came into view, followed by a parade of exquisite automobiles.

One after the other, magnificent cars of every stripe (and a few motorcycles to boot) would crest a rise, slow for a corner, turn right in front of us, and then climb a rather steep hill. Drivers of relatively modern cars had it easy, while those driving pre-war (or even pre-war-war) cars struggled to cope with a variety of mysterious levers, pedals, cranks, wheels, and whatnot. A few drivers were caught out by the sudden appearance of the hill, and had to complete to a complete stop to engage non-synchro first gears, then chug away.

Just after the last group of cars passed, we leapt into the Pantera and made a dash for downtown Monterey. In a tip of the hat to Shelby and Cobra, Hagerty Insurance had sponsored a special seminar featuring four individuals



*Alan Grant, Lew Spencer, Pete Brock and John Morton were integral members of the Shelby-American team during the early days of Shelby's racing efforts*



*Famed British motojournalist Simon Taylor weaves his AC Ace through the massive crowd lining Carmel's Ocean Avenue*



*The cars and motorcycles gathered at Baja Cantina cover the full spectrum, as evidenced by this Ford T-bucket powered by twin supercharged Chrysler Hemis!*

who were an integral part of the Cobra racing program: Allen Grant (who started as a mechanic and worked his way up to team driver), Pete Brock (driving school instructor, graphic designer of the GT350 and Cobra racing livery, and designer of the legendary Cobra Daytona Coupe), John Morton (who worked his way up from janitor to team driver!) and Lew Spencer (driver, team and company manager). They each gave remarkably candid insights into the lighting-in-a-bottle organization that gathered a group of Southern California hot-rodders together to build the cars that took on the might of the racing world—and triumphed.

Following this remarkable presentation, we drove to downtown Carmel, illegally parked a few blocks away and wandered onto Ocean Avenue, where the cars of the Pebble Beach Tour were



*Panteras are always over-represented at the Baja Cantina gathering, as it's quite popular with PCNC members*

now parked and on display. It was next to impossible to view them due to the crowds, but the atmosphere was electric. Occasionally a familiar face would appear from the crowd, a brief reacquaintance would be made, and just as quickly, they would be gone, never to be seen again for the rest of the weekend.

Such is Monterey.

After the cars fired up and drove away, we made our way back to the Pantera, then took the long way around to Carmel Valley Road and Baja Cantina. This well-known Mexican restaurant is a local hangout for the Monterey peninsula car set 51 weeks out of the year, but this week, it becomes absolutely teeming with automotive enthusiasts of every description, including hot rodders (an otherwise rare sight this weekend). Everything from

perfect Packards to rat rods to Ferraris to Harleys to Mustangs and Mopars, and of course Panteras, is jammed cheek by jowl as a live band plays on the patio, and a local civic organization hosts a burger burn to raise funds and feed the hungry masses.

After the sun set the temperatures dropped, and soon it was time to depart for home. However, Shelby Club members were afforded free entry to the Russo and Steele auction, so we couldn't resist taking a peek. The offerings on Thursday night were fairly mundane, and some genuine bargains crossed the block at well-under-expected prices. Most were hot rods and non-original musclecars of one kind or another, and therefore of no particular interest to us, but there were a few tidy cars yet to be sold in the upcoming days.

The next morning, we had the



*Among the cars at the Russo and Steele auction was this extremely tidy 1967 Shelby GT350*

luxury of a leisurely getup since we hadn't entered a car in the Concorso, and thus didn't have to be there especially early. We wandered in well after the last car had arrived, and slowly made our way down the hill to the De Tomaso encampment.

Along the way we were treated to a stunning display of Bertone-designed cars, in celebration of their 100th anniversary. Fiat also had a big display, linking their new Fiat 500 models with the much-loved originals; this was also the chosen site for the debut of their new 135 hp Fiat 500 Turbo model.

The Concorso organizers had afforded the De Tomaso marque plenty of primo real estate, but unfortunately entries were markedly less than in previous years. We could easily have accommodated 20-30 more De Tomaso cars, and their absence was noticeable.



*The Concorso Italiano organizers afforded the De Tomaso clan a great location to display their cars. Hopefully attendance and participation will be better next year...*





*The best-in-class trophy could barely be squeezed into the Vallenga!*

Those cars that were there were wonderful, however, most especially the Vallenga that took the honors for best De Tomaso. De Tomaso cars had been among the first featured on the stage, and due to our late arrival, we missed the presentation of the cars to the public.

George Pence of Pantera International had a nice hospitality tent setup, and he had procured trophies for the De Tomaso class, with the owners of the cars being the only ones to cast ballots. Unfortunately, people were scattered across the show grounds when the trophy presentations were made, and few were there to see them handed out. Hopefully, next year De Tomaso atten-

dance will be better, and the owners will make a greater effort to participate in the awards presentation ceremonies.

After a quick dash back to the Casa for a change of attire, we blasted up and over Laureles Grade to the Los Laureles Lodge, site of the PCNC dinner. This year's theme was 'Jungle Cats', and some, particularly Diane Dean and Tom Galli, outdid themselves with complete black cat costumes. Tony Blevins and his girlfriend wore matching leopard-pattern tops (with big gold chains and hats), while Mike Drew was The Great White Hunter. The staff of the hotel once again outdid themselves with an African-themed menu, and conversa-

tion and fellowship continued late into the evening in the hospitality suite.

It was difficult to tear ourselves away from the conversation, but we broke away in order to ensure an early start Saturday morning. For this was The Big Day at Laguna Seca, where the 50th anniversary of the Shelby Cobra would be celebrated.

Larry Finch had been hustling race tickets and corral passes for months, and thanks to help from the Maserati crowd, we had a full crowd of cars on display (although I confess that we got to the track so early and left so late each day that we missed most of them). We were keen to see Cobras, and we were not disappointed! The Nor-Cal Shelby Club had pulled out all the stops, and had over 300 (!) cars in their corral, including real and replica Cobras, Shelby



*Other award winners included Mark Tumbarello, Darryl Johnson and John Buckman*



*Lindsay Crawford brought his beautiful 1973 GT/4 conversion (with Garry and Sue Choate's Pantera L alongside)*



*Nobody got more into the 'Jungle Cats' theme than Tom Galli!*



*There's nothing more pleasant than dining under the stars with good friends, surrounded by De Tomaso cars*



*Gray Gregory and his Chevron B16*

Mustangs, and other performance Fords.

The paddock was jammed with Cobras as well. Originally, there was to be a display of original Cobras on an island near the corral, but a last-minute



*The all-Cobra race featured almost 50 original Cobras duking it out*

change of plan by Cobra honcho Lynn Park saw most of them jamming into the corral alongside those that were participating in the race. The result was true Cobra Overload, with almost a hundred original cobras (fully 10% of the total production) in one place at one time, surely the largest gathering of its type, ever.

Besides the various street and race Cobras present, there were two (of the six made) Daytona Coupes. CSX2299 is arguably the most important of the Daytona coupes, with the richest racing history, and is now part of the Shelby American Museum Collection and was on display in the Rolex tent, alongside other significant examples of



*Rob Walton speeds up the hill towards turn 6 in his Cobra Daytona Coupe*



***Ernie and Kathy Gerloff***

the marque.

CSX2286 is owned by Rob Walton, and only raced once, at Le Mans in 1965 where it was a DNF due to clutch failure. Despite the fact that it is valued at somewhere in the \$15-20 million range, he races it aggressively—sometimes too aggressively, as it turns out, for late in the day he went into the tire wall on the outside of Turn 5, seriously reprofiling the nose of the



***The members of The Dawn Patrol got to witness CSX2000, the very first Shelby Cobra, driven onto the grass in the pre-dawn light***

car. Fortunately he wasn't hurt, and Wal-Mart bucks will ensure that the car is fully restored and racing again soon.

A handful of POCA members could be found campaigning their cars in the various races. Carl Stein from Capitol Panteras has yet to repair the crash damage to his genuine Shelby Trans Am Mustang, so he was serving on the pit crew for a Mercury Comet that was built by Bill Stroppe to campaign the African Safari in 1964. Rick Carlile, also from Capitol Panteras, had a good, clean run in his '69 TVR Vixen Series 2. And Space City Panteras member Gray Gregory drove the wheels off his Chevron B16 (whose

original owner was Steve McQueen—it is seen in his movie *Le Mans* doubling for the Ferraris). Unfortunately, his car is among the oldest and thus least-developed cars in his group, which keeps him away from the winner's circle. He is well on his way to solving that little problem thanks to the recent purchase of a Chevron B36, which boasts lighter weight and superior aerodynamics. He should be a real contender next year!

Following the races, we made our way back to the Casa where we met a pair of long-lost PCNC members, Ernie and Kathy Gerloff. Ernie wins the longest-distance-traveled award, as he is a



***The 1914 Mercer Raceabout was the Cobra of its day***



***Jay Leno was a Pebble Beach judge***

civilian contractor in Afghanistan, and flew from there to California especially for the weekend! Unfortunately he missed his second flight and got stuck in Dubai for a day, thereby missing the Concorso Italiano and PCNC dinner, but he arrived soon enough to take in much of Saturday's racing.

This was a fairly early evening for us, as the next morning we got up at 3:45 a.m. (!) in order to be on the grass at Pebble Beach by 5:30 a.m. for The Dawn Patrol. Even so, we were arguably a bit late, as there was already a substantial crowd on hand. It is always remarkable seeing the cars looming out of the darkness and the fog, alternately chugging or gliding silently past on their way to their parking spots on the lawn.

Besides the usual classes, this year Pebble Beach featured Mercer race cars, as well as Cars of the Maharajas and Majaraja Rolls-Royce. At the far end of the field was a special gathering of Cobras, in yet another tip of the hat to the late Carroll Shelby.

It's almost impossible to describe the spectacle of Pebble Beach (although Markus Woehler did a heck of a job with his story on the Dawn Patrol last year). Suffice it to say that although it

is quite expensive to enter, it's something that all automobile enthusiasts should do at least once in their lives.

As the crowds started to develop, we beat a retreat and returned to Laguna Seca in time to catch the last of the morning races, and stayed through the end of the affair. An attempt was made to gather all the genuine Cobras present in the hot pits, where they were then swarmed by fans (such as myself) that just can't get enough of them.

Sunday afternoon, and most people's appetites for automobiles are well and truly sated—but not ours! We returned to Pebble Beach for the final evening of the Gooding auction. The tent was packed with thousands of people, as the finest cars of the many auctions were sent across the block. While in general the global economy is in tatters, clearly some people still



*The 1948 Norman Timbs Emil Diedt Roadster was a one-off mid-engined car powered by a Buick straight-8. Designed and built by a mechanical engineer right after WWII, it featured a one-piece hinged rear body which raises to expose the engine. The body was fabricated in aluminum entirely by hand; the car took two years to build and was featured on the cover of Motor Trend*



*With the races over, the Cobras filled the paddock, and were immediately swarmed by upwards of a thousand people, who stayed and admired the cars until darkness fell*

have a bit of coin rattling around in the bottoms of their piggy banks, as evidenced by the world record prices paid for cars such as a Ferrari 250 Long Wheel-base California Spyder, at \$11.3 million, another 250 LWB California Spyder at \$6.6 million, a Ford GT40 for \$5 million, and a 1936 Mercedes 540K Special Roadster at nearly \$12 million!

The total

sales just at this one auction were almost \$114 million! It was truly extraordinary to see the auctioneer working the crowd in a truly civilized manner, treating the bidders with respect while gently goading them into raising their bids.

We left the auction before the end (our piggy banks were empty by this point) for a very late dinner, and then fell into deep slumber, as days of walking, long hours, innumerable conversations with friends and strangers alike combined to create a kind of fatigue that is only found at events of this type.

As a bonus, before setting off for home Monday morning, we dropped in on Don Coleman, who in 1970-71 was Ford's made in Modena, responsible for setting up the entire Pantera program; he is now retired and lives in Carmel Valley. After a pleasant lunch spent reminiscing about his career both before and after his De Tomaso days, we enjoyed an uneventful and traffic-free return home.

The Monterey weekend is always so action-packed and filled with adrenaline and excitement, that it takes several days to wind down and really comprehend all the sights, sounds, activities and people that we saw, even knowing that we only just scratched the surface. Surely we couldn't have done so much in such a short period of time?

Next year, I think we'll go down on Tuesday...or maybe Monday!

**PRE-REGISTRATION**  
(PLEASE PRINT)

OWNER'S NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

MAKE OF CAR OR MOTORCYCLE \_\_\_\_\_

MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

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

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

**Please send your completed form to:**  
Patty Harding  
2910 Marina Drive  
Alameda, CA 94501-1636  
Or email to: pattyharding7@gmail.com



Alfa Romeo Association of California \_\_\_\_\_

We're pleased to announce the 2012

**All Italian Car and Motorcycle Show**

Please join Italian Car and Motorcycle Enthusiasts in a benefit for

**Alameda Special Olympics**



**Special Olympics Alameda**

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

Pre-register by **September 14, 2012** and a reserved parking place will be made available for you. Pre-registration is appreciated and all pre-registered entrants also receive a personalized window plaque.

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



ITALIAN FOOD AND DRINK AVAILABLE

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

**DATE**  
Sunday, October 7, 2012

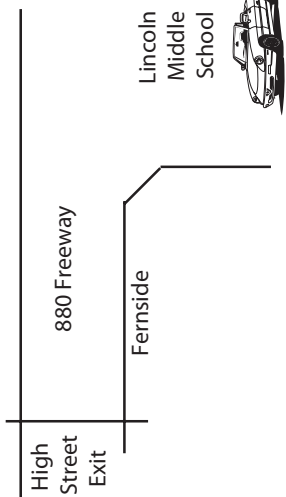
**EXHIBITION TIME**  
10:00 AM to 3:00 PM

**REGISTRATION**  
8:30 AM

**LOCATION**  
Lincoln Middle School  
1250 Fernside Blvd  
Alameda, CA 94501



Oakland Coliseum



For additional information contact:

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



Greg Taylor  
730 Walnut Ave.  
Burlingame, CA 94010



## NEXT CLUB MEETING

**THURSDAY, September 27, 2012  
8:00 P.M.**

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

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## UPCOMING CLUB EVENTS

October 7 ————— All-Italian Car Show In Alameda (Steve and Merry Dalcino)

December 7 ————— PCNC Christmas Party (Diane Dean)

**REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH**