

pantera
CLUB OF NORTHERN
california



A Chapter of POCA

news

www.PanteraClubNorCal.com

Volume 42

Issue 9

September 2015

PRESIDENT

Forest Goodhart
(831) 724-3763
ForestG@att.net

VICE PRESIDENT

Darryl Johnson
(408) 483-1814
JohnsonDarr@hughes.net

SECRETARY

Mike Drew
(707) 452-9284
MikeLDrew@aol.com

TREASURER

Larry Finch
(559) 281-3497
FresnoFinches@aol.com

CLUB STORE

Irene Smith
(209) 419-1366
IGSmith50@icloud.com

LIBRARIAN

Forest Goodhart
(831) 724-3763
ForestG@att.net

**MEMBERSHIP
COORDINATOR**

Lori Drew
(707) 208-6032
CLoriDrew@gmail.com

**EVENTS
COORDINATOR**

Bud Millard
(650) 697-6894
BMillard601@comcast.net

**MOTORSPORTS
COORDINATOR**

Bob Benson
(408) 209-7677
RCBSons1@aol.com

RAFFLE CHAIRMAN

Brent Stewart
(408) 768-0649
Brent.Stewart@yahoo.com

WEBMASTER

Denny Morse
(408) 922-9336
Denman@gmail.com

Minutes of Meeting 27 August, 2015

The meeting was called to order by the president at 8:03 p.m. Both club officer and member turnout was unusually light, with only Bud Millard and Brent Stewart being present. Steve Liebenow ably filled in for the missing secretary. 23 members signed the roster and there were four De Tomaso cars in the parking lot.

New Members/Guests: The club welcomed **Martin Robinson**, a Mopar-driving friend of Garth Rodericks who has attended a few of our club events. Slowly but surely he is getting reeled in to the De Tomaso camp, it seems!

Changes To Last Month's Minutes: The club is organized as a 501(c)(7), not a 501(c)(3).

Also, the membership anniversaries of several people were incorrect; this because they joined PCNC before it became a POCA organization, and the dates which are sent up from POCA only reflect when individuals joined POCA. Russ Britschgi kept an antiquated database that showed original dates of those older members, but that did not flow over well to Greg and then Lori. Forest has since done a lot of research and the issue should now be rectified.

Club Store Report: Forest said he hadn't had an opportunity to speak with Irene about plans for the soon-to-be-resurrected club store yet.

Club Treasury Report: Larry sent a check to the State of California to pay our 501(c)(7) fees; that was the only activity for the month.

Club Website Report: Denny sent word to Forest that he's working on a database to integrate the POCA membership anniversary information with that from PCNC, to ensure that members who joined prior to PCNC's affiliation with POCA are given proper recognition.

Club Motorsports Report: Bob Benson sent Forest a message about some upcoming track events, including Checkered Flag Racing with an unlimited sound date at Laguna Seca in November. Unfortunately it sold out almost immediately and there are a dozen people on the waiting list.

Bob ran his Pantera in an autocross recently, and came in second place by .001 seconds, but was later upgraded to first place because the other car was dinged one second for touching a cone!

Past Events:

Monterey Weekend: The Los Laureles dinner was well-attended, and the Concorso Italiano was a great success once again. Several PCNC members won awards at Concorso as well. Garth Rodericks and Peter Kovacs once again staged a terrific BBQ Saturday night at the track, and gave thanks to all who helped out, including Brent Stewart and Steve Liebenow on the grill, and Linda Liebenow inside the motorhome doing food prep.

See the full article elsewhere in this newsletter.

Canepa Autosports Tour: Forest reported that there were a lot of cars participating as this was a monthly cars and coffee event sponsored by Canepa. We were given an area to ourselves for parking. We were joined by longtime unseen members Bayani Panis and Tom Padula, unfortunately without their Panteras. We were given a guided tour of the museum cars and learned a lot about the history of several of the racing cars, followed by a self-guided tour of the shop areas. Fortunately the event ended soon enough for everyone to get home before a bad accident on southbound Hwy 17, which closed the road for quite some time.

Upcoming Events:

Ironstone Concours Weekend — 25-27 September: A group will be meeting in Foster City in the Orchard Supply Hardware Store parking lot for an 8:30 a.m. departure on Friday morning. (The club Dilberts who still have jobs will be departing Friday evening and grinding their way through rush hour traffic).

If you plan to drive up Friday morning, please call Bud to confirm (650-302-6477 or 650-697-6894). The plan is to meet in the Orchard Supply parking lot in Foster City off of hwy 92) at 8:45, leaving there at 9:00 a.m. sharp. That group will stop in Farmington at the Circle K/Shell

station, at 4469 Escalon Bellota Rd. to meet the rest of the Pantera group; they will depart at about 10:30 a.m. and rendezvous with those coming from the north for lunch at Rodz Grille, 730 Main St, Angels Camp, at approximately 11:30 a.m. After arriving in Murphys, all will attend a dinner at 5:30 at Grounds Restaurant.

Members of the working class who have to come up Friday evening are asked to please call Brent Stewart to confirm (408-768-0649). This group will be meeting at Mexico Lindo's at 6:45 (5635 Silver Creek Valley Road, San Jose) for an optional pre-drive dinner, then heading out from there at 8:00 p.m. for the drive up to Murphys. They will likely have a coffee/bio break in the Farmington area.

The concours is Saturday, and dinner will then be at Rob's Grill.

Serrano Concours — 4 October: This is the largest concours in the Sacramento area, and this year they will have a special De Tomaso class. As of now there are eleven Panteras signed up, with room for more. Next year, De Tomaso will be the featured marque.

Bud Millard spoke with the organizer of the event, who told him of a good hotel nearby. Contact Bud for the details.

All-Italian Car Show In Alameda — 11 October: This low-key event is a benefit for Alameda Special Olympics 10:00 am to 3:00 p.m. Presented by the Alfa Romeo Association of California, it's held at Lincoln Middle School, 1250 Fernside Blvd, Alameda,. PCNC will again participate in this thoroughly enjoyable, low-key "mini-Concorso Italiano" type event. **Pre-registration of your Italian car** (see flyer in newsletter) is appreciated by the Alfa club, but is not mandatory. There is no entry fee for car entrants. Meet us there, or join us at 8:00 am for a pre-show breakfast at Elio's Restaurant, 260 Floresta Blvd, San Leandro (north on Washington from I-880 to the corner of Washington and Floresta). After the show, enjoy a pleasant drive through Niles Canyon, then North along Arroyo Mocho to Mexico Lindo (restaurant) in Pleasanton for dinner (Mexico Lindo is at the Bernal ramp to I-680). **RSVP to: dalcino@netzero.net** if you plan to attend breakfast and/or dinner.

Christmas Party: Dennis and Liz Valdez have kindly stepped up to volunteer to host the event this year. Greg Taylor has reached out to the hotel to open negotiations and get the contract process going. The date is TBA but traditionally is in early December, usually on a Friday night.

2016 POCA Fun Rally: The POCA board recently announced that next year's Fun Rally will return to Las Vegas! The original site, the Plaza hotel at the foot of Fremont Street, has reportedly been completely remodelled and will once again serve as our base of operations. Watch for more details later this year in the POCA newsletter.

It's unknown if a track event will be part of the weekend. Costs have risen to the point where it's unlikely that PCNC could afford to stage it on its own, but there may be able to partner with another (local) track group. Bob Benson is investigating the possibilities....

Club Business:

POCA Dues Rebate: A percentage of the dues we all pay to POCA is refunded to the chapters. POCA finds itself with a huge cash surplus at the moment, and is about to switch to electronic-only distribution of the newsletter, which will only reduce costs further. There was a proposal to lower dues, but instead the board voted unanimously to increase the refund to the

chapters, from the existing \$20 to \$25.

Last Time We'll Mention This, We Promise: The club has finally completed the filing of our 501(c)(7) paperwork with the State of California.

Club Facebook Page: Lori has pledged to work with Ed Mendez, who is POCA's Facebook guru, to set up a PCNC presence on Facebook as well. She had no report but hopefully will have news at the next meeting.

Buy, Sell And Swap: There were no items offered up for sale this month.

News, Clues and Rumors:

Welcome To John Colombero: The crowd was pleased and surprised to see John in their midst! He took a moment to speak with what he described as "his family" of PCNC members about the ongoing encouragement he's received from them, and he felt happy to be around them. He is going to be moving to a rehab center called Carlton Plaza in San Jose (he said he was driving his wife nuts at home!) He proposed several dates to have a small car show there to raise the spirits of the residents.

Mangusta ZF Follies: Bud Millard was having some shifting issues in his Mangusta in Monterey, and some well-intentioned people convinced him he didn't have enough oil in it. Unfortunately, they didn't realize that when the ZF is run inverted (or more accurately, in its original orientation, as it's actually inverted in the Pantera), it takes substantially less oil. Bud innocently filled his to the level of the side fill plug, meaning that it was dramatically overfilled. On his drive home, he pulled over because the car was overheating, and his wife Jan reported that he was coating her chase car with gear oil! He later found his gearbox absolutely covered with oil, which had been pouring out of the breather on the top cover. When he later drained the oil, he found he had still had more than a gallon in there! In GT40/Mangusta orientation, it only takes 2.5L (2.65 quarts) to fill it.

The good news is that his breather check valve worked as intended, allowing excess oil to vent overboard, and his seals are all still intact.

Driving For Dinner Results: The winner was Steve Liebenow.

Raffle Results: Brent and Brett once again passed the hat, with the following results:

Canvas Tool Bag with cleaning spray/wax and wiping towels — Brian Bernard
CA Car Duster Kit — Brian Bernard
Drill Bit/Driving Bits Set — Brent Santos
Clay Bar set- Mothers — Bud Millard
DeT Parking Sign- Walt Miranda
Black T-shirt- Pantera- Black XL — Steve Liebenow
Hall Pantera Brute Force T-Shirt — Walt Miranda
Cabernet Wine — Diane Taylor
Zinfandel Wine — Diane Taylor
BBQ utensil cooking set — Forest Goodhart

The meeting adjourned to the parking lot at 9:00 p.m.

Membership News

Errors have been found and corrected regarding some PCNC members' anniversary dates. The following are corrections from the August 2015 newsletter:

Lindsay and Estelle Crawford: 40 years (3/1/75)

Diane Dean: 39 years (3/1/76)

Howard and Sharon Renshaw: 36 years (3/1/79)

Jack and Judy DeRyke: 35 years (8/1/80)

Forest and Judy Goodhart: 27 years (8/1/88)

John and Olivia Linke: 16 years (12/1/99)

Richard and Beverly Traxler: 8 years (1/1/07)

Dennis and Carol Wilson: 8 years (5/1/07)

New Members for September:

The club is pleased to welcome **Matt and Susan Harkis**, who hail from an eastern suburb of the Bay Area—they live in Michigan! He's good friends with Forest Goodhart and former club member Jim Moore. He was at a car show in Michigan with Jim back in June, when together they

stumbled across a black '71 Pantera #1673 (originally red) for sale.

Matt has seven or eight other collectible sports cars (Porsche, Jaguar, MGB, Triumph, Mini, and Ferrari), and Jim convinced him to add this Pantera to his stable.

Matt recently went to Cars and Coffee in the Great Lakes area and met

two other local Pantera owners and learned about the Great Lakes chapter. He will formally be a PCNC member but will also align himself with the local crew.

As the weather in Michigan is dire in the winter, he is making plans to ship the Pantera out to the west coast early next year, and hopes to then fly out and join us at some of our events!



September Membership Anniversaries:

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

Ken and Darlene Levin: 42 years

Larry Finch: 14 years

Garry and Sue Choate: 10 years

Tony and Jill Blevins: 7 years

Mark and Linda Bailey: 1 year

Debra Woumm: 17 years

Peter and Katie Cajthaml: 11 years

Markus Woehler and Kristi Ward: 10 years

Anders Helberg: 7 years

John and Julie Tomlin: 1 year

Remember to wear your name badge to the monthly meeting and receive one free raffle ticket!

Monterey Week 2015

Automotive Overload on the Monterey Peninsula

Story by Mike Drew

Photos by Mike Drew, Lori Drew, Lee Scales, Laurie Basile and Rolex/Laguna Seca

In 1950, The Del Monte Trophy road race was held for the first time, on the twisty, leafy and very narrow town roads in Pebble Beach near the Del Monte Lodge. Not all of the 'track' was paved; the route consisted of both paved sections of two-lane road, and sections of dirt or loose gravel. The race was organized by the SCCA; at the same time, it was decided to hold a car show on the driving range of the lodge adjacent to the race circuit.

From these humble beginnings sprang what is now the largest and most prestigious collection of automotive events anywhere in the world. After a fatality on the course in 1956, a dedicated race track called Laguna Seca was built on part of the Army's Ft. Ord nearby. The car show grew in size and prominence over the years, and in 1974, Steve Earle established a historic car race at Laguna Seca as an adjunct to the car show.

Now, 65 years later, seemingly innumerable events have sprung up alongside of them, such that now the combined collection of activities is universally known as Monterey Car Week.

While the activities start the week-end prior to the main events, they see only a trickle of spectators. By mid-week the trickle turns into a flood, as tens of thousands of automotive enthusiasts come from all over the world to take in all there is to see (or at least as much as they can manage, given that so many competing events are scheduled to conflict with one another).

With Lori's Pantera still engineless, and mine a bit wounded with a slipping clutch, we made the decision to forgo style in favor of practicality, and drove a humble minivan down on Wednesday evening. This put us in position to take advantage of the opportunity to see many of the Pebble



This 1914 Mercer Raceabout was the Bugatti Veyron of its day, capable of well over 100 mph in an age where most cars could barely do 30! The driver's face gives indication of how involving and challenging it is to drive

Beach Concours cars underway under their own power. The Pebble Beach Tour is organized to allow owners to exercise their concours cars on a scenic drive on Thursday morning, starting at the Lodge at Pebble Beach and ending in downtown Carmel. While no concours points are awarded for participation in the tour, in the event of a judging tie between two cars, advantage will be given to one that took part over one that didn't. Because of this (and because it's an awful lot of fun to drive a spectacular car along equally spectacular roads lined with throngs of people, and escorted by the CHP), more and more concours participants seem to take part each year.

We positioned ourselves at a quiet corner where the cars are forced to brake, downshift, turn and then climb a steep hill, which is a test of the driver's ability in many of the earlier cars with their unusual controls. Mo-

ments after our arrival, the first wave of cars appeared, and for the next hour or so, we got to enjoy the sights, sounds and smells of some of the finest automobiles extant in the first 70 years of automotive history.

Once the last car had passed, we ambled around for a while before finding a parking place just a few blocks from the main drag in Carmel. The Tour cars arrived just as we were walking up the street, and we got to enjoy seeing them line up and park, completely blocking Ocean Ave.

Rather amazingly, the cars are parked in close proximity and the event is open to the public for free, so thousands of people swarm them to get a closer look. One can easily imagine an errant purse or belt buckle scratching a six-figure paint job and ruining a car's chance for a class win—the owners clearly view this as a calculated risk worth taking.



Bobby Rahal stands proudly with his 1965 Shelby GT350



Garth Rodericks was one of four or five PCNC members who displayed their cars at the Baja Cantina on Thursday

If one is attentive, one will spot many automotive luminaries wandering about among the *hoi polloi*. I was pleased to see legendary race driver Bobby Rahal standing next to his Shelby GT350, and he was more than happy to relate its story. He found the car lying more or less abandoned, about three or four years ago. It had been run hard and then parked when relatively young, and had been sitting untouched for the better part of 40 years. It was therefore more than a bit scruffy, but significantly, it was 100% original and

unmolested. Now fully restored, it literally looks like a brand new car, and he clearly enjoyed driving it.

We decided to forgo lunch there (despite the numerous excellent restaurants), and instead made our way to Carmel Valley to



Combining American hot-rodding with the finest French style, this Ford-powered Delahaye replica was stunning



The De Tomaso-Ghia Sport 5000 and the recreated Shelby/De Tomaso 70P graced the lawn together at The Quail

go to the Baja Cantina. This local Mexican restaurant has a car night every Thursday, but on this particular Thursday, it is the site of the most eclectic car show on the peninsula. Literally every kind of vehicle you could imagine, from pre-war classics to musclecars to hot rods to monster trucks to exotics, and various types of motorcycles too, can be found jammed into the restaurant's small parking lot. Reservations for dinner need to be made months in advance, so we decided to have a late lunch instead. Just as we were getting ready to sit down, Tony and Jill Blevins came rumbling through in their silver Pantera, so we asked them to join us. It was great being able to catch up with them and learn about their new life in Florida.

They were privileged to be invited

to display their Pantera at the Quail, a super-prestigious car show and 'lifestyle' event which coincidentally was to be staged just a few hundred yards away the next day. Rather than paying the \$600 each (!) entry fee, instead we wandered down the road and got to see most of the cars being pre-positioned, without the nuisance of crowds around us. There, we were surprised to see a pair of one-off De Tomaso sports racers!

The Shelby/De Tomaso 70P was a joint venture between the two firms, to design and produce an open-cockpit sports racing car. Shelby designer Pete Brock created the design, which was then rendered in metal by Carrozzeria Fantuzzi. Only one car was built, before Shelby became distracted by the GT40 and Shelby Mustang programs. The car was then rebodied with a slightly wider body and renamed the Ghia Sport 5000. The chassis design then formed the basis of the Mangusta.

De Tomaso kept the original body panels, and a few years ago, a left-over uncompleted Mangusta chassis was joined with these panels to make a new 'old' car. Seeing them together was quite an experience!

We then hiked further down the road to examine the cars that would be auctioned the next day at the Bonhams auction, and were fortunate to catch a ride back to the Baja Cantina, where cars and motorcycles continued to flow in and out on a continuous basis. Jeff Cobb had brought his Mangusta all the way from Louisiana, and came roaring in late in the afternoon. His car has a special history; it was cus-



The Bonhams auction featured some spectacular cars, including this Ghia-bodied Fiat 8V Supersonic, one of only eight made. It sold for \$1,815,000!

tomized by Eugene Bordinat, the head of design for the Ford Motor Company, and all De Tomaso identification had been removed from it. It was his personal car and when he died it had less than 4000 miles on it; Jeff is only the second owner. While it was to be featured at Concorso Italiano, that didn't prevent Jeff from driving it around town and enjoying it too!



Laguna Seca was absolutely awash in 1965-66 Shelby GT350 Mustangs; most of the cars in this photo took part in a dedicated Shelby GT350 race

After a simple hamburger dinner put on by a local civic organization, we finally retired for the evening.

The next day, we headed out to Laguna Seca to take in all that we could of the practice day for the Monterey Motorsports Reunion. This event, which evolved from the Monterey Historic Races, features some of the finest vintage race cars in the world, on what is thought by many to be the premier road racing circuit in the USA.

This year, the Shelby GT350 was the featured marque, and Ford pulled out all the stops. A pavilion was set up to celebrate the legacy of the original cars, and also highlight the return of the GT350 to the marketplace. It was fascinating to see a new GT350 positioned on its side to give a thorough understanding of all the engineering that went into its design, normally hidden from the eye.

The Nor-Cal Shelby Club was out in force, and members were afforded to take parade laps in their cars during lunchtime.

New this year, a manufacturer's midway was established in the garages alongside the pits. Various makers highlighted their wares, but of special significance was Ford's area which



During the lunch break, owners of genuine Shelby Mustangs were afforded the opportunity to drive them (under controlled conditions) around the track

gave most of us the first up-close-and-personal look at the 2016 GT40. Ford has plans to bring this car back to Le Mans to celebrate the 50th anniversary of their first win there, and if looks are any indication, they stand a great chance of being successful!

As the last checkered flag flew, we dashed to the car and raced back to the hotel for a quick change before heading up the hill to Los Laureles Lodge, where PCNC has traditionally hosted a De Tomaso-themed dinner open to all. A wonderful assortment of Panteras and Mangustas was spread around the outdoor patio, and almost 70 enthusiasts enjoyed a terrific dinner together. A people's choice car show was held, with the following winners:

Most Beautiful — Jerry Brubaker's Pantera

Best Cure For A Midlife Crisis — Darryl Johnson's Pantera

Most Desirable — Bud Millard's Mangusta

Steve Dalcino had done a great job organizing the lodging, dinner, and hospitality suite, and the conversation in the hospitality suite went on into the wee hours of the night.

The next morning, most Pantera folks went to the Black Horse Golf Course for the Concorso Italiano, while the die-hard race fans went to the track. Moving Concorso Italiano from its traditional Friday time slot to Saturday continues to be a controversial decision; one the one hand, it could be termed



Ready for La Sarthe? Ford's shocking 2016 GT40 features a twin-turbo V-6 engine and plenty of evidence of time spent in a wind tunnel

successful because attendance has increased, but on the other hand, many race enthusiasts who enjoyed the Concorso now find it impossible to attend.

We decided to try to do both, motivated in part by the fact that racing legend Jackie Stewart would be holding a short symposium along with Scott Pruett during lunchtime. After spending the morning enjoying the racing, we positioned ourselves on a grassy



Fans of original GT40s were not disappointed either. Along with a GT350 and a competition 289 Shelby Cobra, Arizona Ford dealer Jim Click brought Ford GT40 P/1061, which started life as a street car (complete with wire wheels and ashtray/cigarette lighter!) and was later converted to widebody Gulf-specification racer



The all-GT350 race was an aural delight, as over 30 high-powered Ford V8s took to the track at once. The red-with-gold-stripes car in the second row was formerly owned by PCNC member Rich O'Brien



Racing legend Jackie Stewart waxes philosophical about his time spent as the owner of Pantera #1028



The De Tomaso group was given prime real estate at Concorso Italiano, right next to the main entrance



George Pence of Pantera International hands a very pleased Gary Spratling the trophy for Best De Tomaso for his spectacular Group 4 lookalike Pantera



Gary's Pantera has won innumerable awards over the many years that he has owned it, and is a testament to builder Bob Byars' craftsmanship

area and were riveted by their reflections of their respective racing adventures; Jackie made numerous joking references to his legendary stinginess. Following their presentation they agreed to answer questions, and I asked Jackie about his years spent as a Pantera owner. For some years, he owned a pushbutton #1028. He told us that it was literally the only nice car he ever owned in his life, and he only owned it because Ford gave it to him for free!

We then dashed to the site of the Concorso, arriving just in time to see the awards handed out. Several PCNC members received awards. The day featured the public debut of Tom Galli's completely original, untouched, bone-



Tom Galli managed to unearth a truly wonderful time-capsule 1972 Pantera

stock, low-mileage 'survivor' barn-find Pantera which he recently found and returned to running condition. Somewhat shamefully, it only received second place in the 'original' category, behind a car that has had a full repaint and restoration to original appearance. Apparently some people are unaware of the true meaning of 'original'....

Besides Tom, other PCNC award winners included Steve and Merry Dalcino for the best 'Driven' Pantera, and Bud Millard's Mangusta won the Special Vehicle class. Gary Spratling took home the Best De Tomaso award once again, this despite the fact that his paint job is now 25 years old!

Following the Concorso, we dashed back across the peninsula, to return to Laguna Seca. Garth Rodericks has been camping at the track for many years, and he and Peter Kovacs hosted a BBQ dinner that was attended by 20-something people. As the sun slowly set in the Pacific, we enjoyed fantastic tri-tip and chicken, and got to catch up with some Pantera folks whose paths we hadn't yet crossed.

The next morning starts obscenely early for the truly committed. While the cars at the Pebble Beach Concours aren't placed on the grass until dawn, true fans will position themselves on the grass ahead of time to be able to see



Garth Rodericks once again hosted a delightful post-race BBQ at the track

the cars entering the field. Hagerty Insurance is good enough to set up a free donut and coffee stand, and they give away free commemorative hats which are a badge of honor, instantly identifying one as a true cognoscenti.

We chatted with friends as the cars drove past one by one, then spent a few hours walking through the field and admiring the cars. Pebble Beach is truly the *ne plus ultra* of automobile concours, and even though the cost to enter is prodigious, arguably it's worth it, especially in light of the fact that millions are donated to charity each year.

By about 10 a.m. crowds of people were streaming in and it was becoming more difficult to get an unobstructed view. That was our cue to leave, and so we made our way back to the car and zipped over to Laguna Seca for a third day of racing. The crowds were much smaller, both because thousands of people were otherwise engaged at Pebble Beach, and also because many people who have come a great distance

choose to drive home on Sunday (a great mistake, in my view). We were again able to enjoy the racing, this time without any sense of crowding, and after the races



A small contingent of Pantera owners populated the De Tomaso corral at Laguna Seca



Celebrity entrants included Wayne Carini, host of the TV show Chasing Classic Cars, and famed car care products maven and TV host Barry Meguiar, seen here with his hand on the tiller



This Porsche 550 Spyder had an original-equipment combination wing/sunshade that would give even Bob Benson envy!

ended, we spent some time talking with various POCA members who were also taking part in the races and learned about their fortunes.

Carl Stein from Capitol Panteras had his '66 Shelby Trans Am car there, but it suffered from engine maladies and only

made it about 100 feet under its own power the whole weekend, a great disappointment for him.

Meanwhile, Mangusta owner Chris McCallister from Indianapolis was very busy, driving his Gulf Mirage, Shelby factory team 289 Cobra, and ex-Niki Lauda Ferrari T-312 F-1 car. He ran near the front of the field in all of his races, but did have one adventure in turn 5 behind the wheel of his Ferrari, where a moment's miscalculation saw him performing a 180-degree spin, di-

rectly in front of oncoming cars. Fortunately the other drivers took evasive action and he was able to continue unscathed.

By this point, most normal people's appetites would have been sated, but there was yet more to be done! We returned to Pebble Beach once again, and entered the Gooding Auction tent to watch the auction.

The highlight car of the weekend was a Ferrari 250 Short Wheelbase California Spyder, but of more interest to us was the car that crossed the block next. It was a two-headlight Mangusta! It was a somewhat scruffy example, with a number of questionable features including a very goofy looking home-made front spoiler, and in a very bland, unexciting color. Nevertheless, the car managed to find a new home and the buyer paid \$295,000 for the privilege!

Rather than joining the teeming masses fighting their way home, we elected to remain one more evening, and have a leisurely departure on Monday. This afforded us the opportunity to have a very pleasant lunch with Don Coleman. Some of you may remember that Don was the featured speaker at the POCA Fun Rally some 10-15 years ago. Don was Ford's liaison in Modena, the sole American working on the Pantera program for Ford in Italy from 1970-1971. He is a delightful fel-



Chris McCallister gets it all wrong in his Ferrari T-312 Formula 1 car



Steve and Linda Liebenow drove down for the day in their Mangusta

low, full of stories, and now conveniently makes his home in Carmel Valley, not far from the Baja Cantina. Spending time with somebody who was there back in the day and can relate first-hand stories is always enjoyable.

Finally, we were forced to admit to ourselves that the week had drawn

to an end, and so we made our way home uneventfully. Our collective hats should be off to all the event organizers (especially the PCNC folks who make things happen for us), and those who missed the week this year should already be making plans to attend in mid-August next year!



A rather awkward-looking 1970 Mangusta, 8MA1048, found a new home in the Gooding tent, fetching a hefty \$295,000

*Fast Cars and Even Faster
Intercontinental Ballistic Missile!*

Exotic Car Show

Saturday, October 3, 2015
11 am – 3 pm

*Join the Ferrari Club of America Southwest Region in honoring the
30th Force Support Squadron's 6,000 men and women Air Force
Personnel at the Vandenberg Air Force Base.*



Let's show our support of our troops by participating in this fantastic show on the grass on the 1st green at Vandenberg's beautiful Marshallia Ranch Golf Course.

All exotic sports cars are invited. Optional drive to event leaving the SF Valley.

No cost to attend! Just sign up and come to celebrate!

All cars must be pre-registered to attend. Food and refreshments available.

Optional Private VIP Tour of VAFB and dinner at the Officer's Club on Friday, October 2nd (space is limited).

**For event information, contact Jim Bindman
818) 429.1667, cool4re111@gmail.com**

www.fastcars4vafb.com

Alfa Romeo

Association
of California

We're pleased to announce the 2015

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 12, 2015** 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.

DATE

Sunday, October 11, 2015

EXHIBITION TIME

10:00 AM to 3:00 PM

REGISTRATION

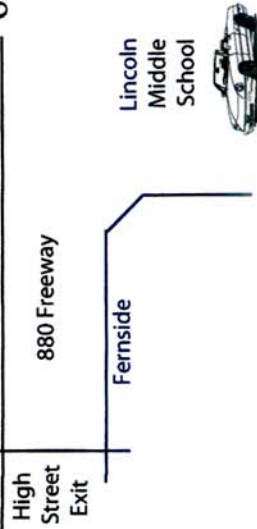
8:30 AM

LOCATION

Lincoln Middle School
1250 Fernside Blvd
Alameda, CA 94501



Oakland
Coliseum



For additional information contact:

Scott Harding	707/348-4087
Steve Gomes	510/523-2723
Tom Sahines	408/262-6279



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.



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:

AICMS

2511 Noble Ave

Alameda, CA 94501-3022

Or email to: pattyharding7@gmail.com



Lori Drew
136 Lighthouse Way
Vacaville, CA 95688



NEXT CLUB MEETING

THURSDAY, September 24th, 2015
8:00 P.M.

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

UPCOMING CLUB EVENTS

- September 25-27 ————— Ironstone Concours (Bud Millard)
- October 4 ————— Serrano Concours (John McNamee)
- October 11 ————— All-Italian Car Show In Alameda (Steve Dalcino)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH