



**pantera**  
CLUB OF NORTHERN  
**california**



A Chapter of POCA

# news

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

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**PRESIDENT**

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

**VICE PRESIDENT**

Greg Taylor  
(650) 348-5877  
gregtrans@sbcglobal.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

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## Minutes of Meeting 28 July, 2016

The meeting was called to order at 7:34 p.m. by the president. All officers were present except for Larry Finch, Lori Drew, Bob Benson and Denny Morse. There were 36 people present, with four Panteras and one Mangusta in the parking lot.

Greg Taylor announced that this evening was his and Dianne's 46th anniversary, and she said that she wanted to spend it with friends, so of course they came to the PCNC meeting!

**New Members/Guests:** There were a few non-members but familiar faces in the crowd, including **Russ and Doris Britschgi, Chuck Melton**, and the Smith's friend, **Jill Dodsworth**.

**Changes To Last Month's Minutes:** It was incorrectly reported that Judy McCartney had had

surgery; in fact the doctors found a cyst, but had not determined yet whether it was cancerous and thus whether it requires surgery or not.

**Club Treasury Report:** Larry phoned in a report and indicated there was little activity. Some funds were transferred from the club general fund to the club store, to pay for ‘goodie bag’ items for the Los Laureles guests.

**Club Store Report:** Irene brought much of the store inventory with her, and had it on display in the corner, where she later did terrific business. We had great sales success in Las Vegas. Tonight she had new beach towels with both the Pantera and Mangusta featured, new black T-shirts, short-sleeve denim shirts, shot glasses, and lots of other things. We are now capable of accepting credit cards. There was some discussion about the prospects of selling our merchandise at upcoming events such as the Ironstone and Serrano concours, but neither one will allow us to do so without spending a ton of money to purchase a vendor booth.

Greg Taylor has photos and descriptions of all the items for sale in the club store, and has ambitions of crafting a website where non-members could see and purchase our merchandise, but lacks the technical expertise necessary. Brent Stewart said he would help set it up.

Asa Jay Laughton, who used to run the POCA club store to include an online retail presence, has also agreed to act as a consultant in such matters.

**Club Membership Report:** In Lori’s absence, Mike issued her report, which was fairly minimal. Due to the upheaval within POCA, the detailed membership reports which used to be received from Judy McCartney had been shut off and replaced with a very user-hostile report that didn’t break out changes (new members, lapsed members etc.) and thus required tremendous time to compare line-by-line with the previous month’s report. She relayed that she believes changes are afoot within POCA which will improve matters soon. *(A few days after the meeting, Judy McCartney regained control of the process and once again issued a comprehensive report. ed.)*

**Club Motorsports Report:** Checkered Flag Racing Association, an open-track club formed by former PCNC members, will be running the five-mile track at Thunderhill on Monday, October 10th. At least five PCNC members are planning to run (although some of them will likely not be driving their Panteras this time).

**Club Website Report:** The club bylaws which appeared on the website were the former, outdated version, and recently Denny received and uploaded the current bylaws. He also uploaded the newsletter and information about our upcoming events.

### **Past Events:**

**Canepa Tour:** The day featured fantastic weather, and those who attended were able to witness a terrific variety of cars. Afterwards the club members went to a ‘cars and coffee’ gathering for lunch, at a really good local restaurant. Although the turnout was a bit light, those that attended had a terrific time. Look for an article in an upcoming newsletter.

**Hillsborough Concours:** Dennis Valdez and Lou Brizzolera showed their Panteras, while a couple of other club members showed notable Brand X cars. Look for the article elsewhere in this newsletter.

## **Upcoming Events:**

**Ironstone Concours — 24 September:** This terrific event has proven to be a very popular getaway for PCNC members. Many who attended last year made their hotel reservations for this year as they were leaving, but if you haven't already done so and plan to attend, make your reservations soon! The event registration form can be found elsewhere in this newsletter.

As in years past, various dinners etc. will be organized for those who come up for the full weekend. Bud has arranged for a Sunday midday tour of a nearby cider works and distillery called Indigeny Reserve, known for ciders, beers, brandy and vodka.

**Vandenberg Air Force Base Car Show — 24 September:** Held the same weekend as the Ironstone event, this car show is much more than a simple car show, as it also features a complete tour of the space and missile launch facilities, as well as some opportunities for high-speed driving. At least one or two PCNC members (as well as a Pantera owner visiting from Norway!) plan to attend. For more information visit the event website at <http://www.fastcars4vaafb.com/>.

**Niello Concours At Serrano — 2 October:** This fantastic concours event is located about 20 miles from Sacramento, in the El Dorado hills. This year, the De Tomaso Pantera is the featured marque! We are therefore hoping for a fantastic turnout of PCNC members. Bud Millard is working to make this a terrific weekend getaway event, with a beautiful Saturday scenic drive and lunch in the Sacramento River Delta region, and a dinner on Saturday night, before the Sunday concours. The Hampton Inn is near the concours site and is the lodging location of choice. In addition, Dennis and Liz Valdez have rented a large house nearby and may have some space available.

With the Pantera as the featured model this year, Capitol Panteras is heavily involved with organizing the event, and Steve Wilkinson will be flying up to serve as the head judge of the Pantera class.

Gary Kono's son lives right next door to Serrano and is hosting a BBQ dinner for us on Saturday night. He *must* have an RSVP so he can plan accordingly. Gary said if people don't sign up and give a head count, they don't get any food! So contact Gary if you plan to attend the dinner. Bud passed around a sign-up sheet for the concours, but you still need to RSVP to Gary if you will be at the dinner.

Also, if you plan to attend the concours, please take the time to register formally for it, as space is limited!

**All-Italian Car Show In Alameda — 9 October:** The reports of the possible demise of this terrific event have proven premature, as the organizers have announced it will once again be held at the same location. It has historically been well-supported by PCNC, and hopefully that trend will continue.

**November PCNC Meeting — 15 November:** Historically, our monthly meeting in November is held at the usual location, but one week early to avoid a conflict with Thanksgiving. This year, our new location is unable to accommodate us the Thursday before Thanksgiving, so our meeting will be held on Tuesday night, a week and two days before Thanksgiving. There will be plenty of E-blast reminders as this is an unusual state of affairs.

**PCNC Christmas Party — 9 December:** Dennis said that the restaurant we have used in the past few years had several open dates, and Friday December 9th was the date preferred by

most people in the room. Watch for more information as the date draws nearer.

### **Club Business:**

**POCA Issues:** After months of upheaval, things are turning around. One by one, the other members of the POCA board got on the president's "Shortt List", and they finally decided to take action. The board members have respectfully asked for patience from the members, as the bylaws have a very rigid mechanism in place to remove an officer from office, and the rules must be followed to ensure that rights are respected, etc. Assuming this effort is successful, then the remaining board members will need to work together to rebuild the leadership of the club, and appoint people to the various offices vacated by resignations etc. and restore basic function once more.

Sandi Snyder has been tasked with drafting a joint letter from all the POCA chapter presidents to the POCA board, offering support for their effort to remove the president from office, and going further to demand his lifetime ban from the club for his egregious conduct. It is unknown if the board will acquiesce to these demands or not.

**PCNC Bylaws Changes:** Tom Galli and Forest Goodhart have been working together to update our bylaws, which are antiquated and archaic in many ways. Among the numerous small detail changes, there are two fundamental changes proposed; the first would allow people to be members of PCNC without being POCA members, while the other would allow club members to vote on bylaws changes remotely, as they do for our annual club officer elections.

The way it stands, paper ballots can be mailed in for club officer elections, but if a member wants to participate in a vote to change the club bylaws, he or she must be present at the meeting when the vote is taken.

As these two proposals are very separate and distinct, it's quite conceivable that members could be in favor of one, but against the other; the board will have to discuss whether or not they want to present an 'all or nothing' change, or try to come up with a mechanism to separate these two so people can vote for them individually. A discussion to that effect will likely take part during the Monterey weekend.

**Tom Needs A Ride:** George Pence contacted PCNC looking for help. Tom Tjaarda has been invited to attend the Monterey weekend, but is in need of a chauffeur. Whoever volunteered to bring him to the various events (Concorso Italiano, Pebble Beach etc.) would be afforded free entry to the event. A proposal was made to divide the events so that different people could enjoy his company on different days, and several people volunteered.

**POCA Insurance Policy:** Bud Millard showed our insurance policy to a regional expert who insures many other car clubs to get a 'second opinion' on the status of our coverage. POCA has two different policies, which cover not only the national club but also the respective chapters. One is a "Directors and Organizers" policy, which indemnifies the board members of the club from lawsuits if they are sued individually for their actions involving their club officer duties. The other one protects the club, as an institution, from lawsuits deriving from club events and activities.

Note that these policies specifically do not cover club members during driving events—that is, the POCA policies are not a substitute for conventional car insurance. If you are driving your car on a PCNC event and get into an accident, the club is not involved, and your car insurance will be responsible.

Bud noted that his agent said that the premium POCA is paying for this coverage is exorbitant, and that his agent could offer much more, and better coverage for much less money. That is perhaps something that will be addressed once the POCA board has righted the ship.

### **Buy/Sell/Swap:**

**Time-Warp 'Survivor' Pantera For Sale:** PCNC member Greg Heibert has his Pantera for sale. It is a green '73L, formerly owned by Mike Gianakis. It is almost 100% stock, and currently in 'driver' condition. It could benefit greatly from a good detailing, which would probably render it concours-worthy. He has just started entertaining the notion of selling it, and hasn't yet thought of an asking price. Those who saw the car advised him that a little money spent on preparing the car for sale cosmetically could pay big dividends, and he took that to heart. When the car is ready for market, expect to see an ad for it here in the newsletter.

**Pantera Electronics Fan Controller And Fans:** Forest has a terrific Pantera Electronics digital fan controller, and a pair of 12-inch curved-blade Spal sucker fans for sale. (After his 500+ inch big-block engine suffered from some overheating in Las Vegas, he opted for two massive fans which draw 50 amps, more than the electronic controller can handle). He is asking \$200 for the whole package, which is less than half price.

**Right Side Window Glass:** Steve Dalcino was approached by a fellow at a car sale, who inexplicably has a right-side Pantera window glass available, with a very negotiable asking price. If you need one, contact Steve for more details.

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

**Debra Woumnn Pantera Update:** Debra is a PCNC member living in Atlanta, whose Pantera has apparently been stationary for some years. She phoned Diane Dean to report that she has entrusted the car to a shop to get it going again. She also expressed interest in being a PCNC-only member if that opportunity became available.

**Todd's Last Hurrah:** Todd Glycer will be running his Lola T-160 Can Am car in the Monterey event, and this will represent his swan song, as he will then be putting the car up for sale. Bob Benson will once again be serving as his crew chief.

**Matt Kelleher Cancer Update:** Matt had hoped to attend the meeting but was unable to do so, so he asked Mike Drew to pass on his regards and update everyone on his condition. Matt's brother died suddenly of undiagnosed colon cancer last fall, which prompted Matt to get himself checked out. Sadly, they discovered that he, too, had a fist-sized mass which was later determined to be stage 3B. He underwent surgery, and will now have to endure chemotherapy, which is conducted every day for 14 days, then a seven-day break, for a full six months. He will be on his 'off' week during Monterey and plans to attend the event.

The one bright spot in all of this is that his Pantera, which he purchased as a random collection of parts (the car had been dismantled for more than 20 years) is finally on the road, and he is driving it virtually every day, putting hundreds and hundreds of miles on it. It is serving as rolling therapy, and he said that it is the best mood elevator imaginable!

Ironically, he found a few small problems with the car that required parts, and as he had parted out a wrecked car and then given the leftover bits to Mike to sell for him, on several

occasions he has had to call to ask for some of his parts back!

**Le Mans Classic Tour:** Mike and Lori Drew, Steve and Linda Liebenow, and Denny and Bonita Morse flew to France early in the month to join 40 other De Tomaso owners from nine other countries for a gentle tour through the Dordogne countryside, a region especially known for its fine food. After a week spent touring back roads and charming villages, they arrived at Le Mans, where some chose to camp at the track and others stayed at (faraway) hotels for the Le Mans Classic vintage race weekend. Needless to say, a fantastic time was had by all!

The tour was organized by expatriate American Charlie McCall, who is the founder of the De Tomaso Club of Spain. The club is highly exclusive, as he and Mike Drew are the only members! Mike brought with him a bunch of club stickers which were free for the taking.

There were two Panteras entered in the competition, both former street cars converted to Gr4 racing specification. Sadly, both cars were terribly prepared and fell apart almost immediately, which was a very disappointing showing for the marque. Nevertheless, hope springs eternal and the owners (neither of whom has much knowledge about Panteras) are now soliciting advice from experienced European owners with the hopes that they can fare better in future events.

**Driving For Dinner Raffle:** The winner was Rich Boschert.

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

Bottle of wine from Walt — Bud Millard, Brian Bernard  
De Tomaso Keychain — Tom Galli  
Polishing towel/shot glass — Chuck Melton  
Craftsman worklight — Jim Kuehne  
Jackstands — Forest Goodhart  
Screwdriver bit set — Steve Dalcino  
Wrench beer opener — Liz Valdez  
Jumper cables — Darryl Johnson  
Pantera Parts Connection shirt — Steve Liebenow  
PCNC glass — Walt ????  
De Tomaso logo stickers — Dennis Valdez, Diane Silven

The meeting adjourned at 8:47 p.m. at which point Irene sold a lot of gear from the club store. The restaurant formally closed at 9:00 p.m. and then people filtered out to the parking lot, with the last few departing around 11:00 p.m.



# Membership News

## New Members for August:

PCNC is pleased to welcome **Ken and Lori Caldeira** from Orangevale, who recently

bought a yellow 'garage find' 1972 Pre-L, #3981 from the estate of the original owner, a doctor from Foster City. Their car had been parked for a full 25 years before he passed away; one of his friends then got the car running and sold it for his widow. The car has some unique 1970s touches like slats on the decklid, but none is more intriguing than the removable roof panel! Apparently a body shop cut the entire center out of the roof and then welded a structure to it to make it into a removable panel. When it's installed, it's all but invisible, and when it's removed, the car is transformed. The car naturally has a host of needs (it had the original 40-year old tires, the brakes were stuck on and needed to be completely rebuilt, and most recently he and Mike Drew rebuilt the hub carriers with new bearings and axles, and it will soon be wearing an exhaust system sourced from Ben Gage), but they plan to have it on display at the Serrano concours.



Yellow Panteras seem to be migrating to the Sacramento area, as **John and Barbara Webber** of Wilton bought a yellow 'garage find' 1972 Pre-L Pantera, #1884, in April of this year. It comes with a story—Garry and Sue Choate were cruising in their Pantera at the Sacramento Raceway when a young guy came over to their car. He was admir-

ing it and added that his father in San Francisco had one also and it was for sale. Garry got all the info from the young man and told John, who had commented that he was interested in having one. They drove over with truck and trailer with great expectations. The



gentleman was the second owner and had owned it since 1974. He definitely drove it for most of those years, but needed to sell it as he now has MS. A deal was struck and away it went to Wilton. It will need work and loving care, but it is among its car friends in their garage/barns with a small collection of vintage cars, and two full size buses converted into luxury RVs! Garry has already helped out with a clutch change, and numerous other small projects, but the car is now a reliable driver and was recently shown at Concorso Italiano.

## **August Membership Anniversaries:**

**Jack and Judy DeRyke:** 36 years

**Jim and Anita Kuehne:** 27 years

**Tom Galli:** 16 years

**Paul DaCruz:** 13 years

**John Cho:** 6 years

**Walter Miranda:** 2 years

**David and Pamela Lindsay:** 1 year

**Forest and Judy Goodhart:** 28 years

**Guy Dellavecchia:** 17 years

**Kenn and Anna Roberts:** 16 years

**Al and Barbara Solis:** 7 years

**Denny and Bonita Morse:** 5 years

**Dennis and Liz Valdez:** 2 years

Just a reminder, if you have had any changes to your address, phone number(s), email, etc., please send me an email (at [cloridrew@gmail.com](mailto:cloridrew@gmail.com)) with your current information so I can keep our files up to date for mailings. In addition, you can cc POCA membership coordinator, Judy McCartney (at [jpoca2@hotmail.com](mailto:jpoca2@hotmail.com)) so she can update the POCA file as well.

Whenever our club members get together at an event, we always have a great time, and we ALWAYS miss those of you who couldn't make it. The more the merrier, so please add to the fun by attending the next club meeting or event!



# Supercars and Supersonic Jets

*Stoory and Photos by Randy Welch*

On May 13th we were invited to participate in an Exotic Car show for the Air Force personnel at Edwards Air Force Base, located east of Mojave, California. The Ferrari Club of America started doing special shows for the airmen of various Air Force bases in California about five years back. A few of us were lucky enough to be asked to go to a super event last October at Vandenberg AFB that you may have read about. This year a new event was started for Edwards, the base where test pilots are trained and all Air Force aircraft are tested before they are sent into action.

Being car guys, many of us also have a soft spot for aircraft that go fast so it took me about ten seconds to get my application in! I was accepted with John and Kathy Buckman, Dave Lindsey and Joe Adlhoch with our Panteras. The Ferrari guys have accepted us and our cars and are always asking to get more of us to join in. The really neat thing is that these shows are filled with all exotic cars, McLarens, Lam-



*A Lockheed F-104 Starfighter (known as 'the missile with a man in it' due to its tiny wings) next to our Pantera land missile, in front of the Air Force Test Pilot School*

orghini, Vector, Porsche, Maserati, Aston Martin, Lotus and Ferrari. With such a great lineup and venue, over 150 applicants were turned down as we are limited to 50 cars for the VIP day and 100 cars for the show.

Edwards was not only home to Chuck Yeager breaking the sound barrier for the first time, testing every aircraft in the Air Force inventory since World War II and the landing site for the space shuttle. It was also called



*The '71 Panteras of John and Kathy Buckman and Randy and Linda Welch in front of a legendary SR-71 Blackbird*

Muroc after a small town that was located next to what is now the control tower. Muroc was the center of the dry lakes car culture that developed into Car Crazy California. The same lakebed that aviation greats took flight on, is where all of the hot rodding greats developed their hot rod craft.

As you come onto the base you are greeted with street names like Yeager, Armstrong, Everest, Doolittle and McConnell. Aviation greats that all were part of Edwards and what we know as the "Right Stuff". You see the endless dry lakebed that fades into mirages that seem to be everywhere. This is a historic location that is still making lots of history every day. Even remains of Poncho Barnes "Happy Bottom Riding Club" are still there!

The Buckman's and Linda and I were able to stay on base in officers housing that was a new home with a garage for the big price of \$30 per night each couple! You just have to get used to reveille and taps over neighborhood loudspeakers each day. The next day we met many of the friends that we had made at Vandenberg AFB out on the flight line. There we were in the middle of a normal work day with aircraft of every imagination within sight and touch of our cars.

We were broken up into groups where we had tours of a C-17 Globemaster, historic test aircraft from the past, dry lakebed tours and tours of operations and training in the flight control tower. There is way too much to



*Imagine flying this C-17 and putting all four engines in full reverse thrust—while flying at 10,000 feet!*

tell as the action was going on at a very fast pace around us and over our heads. For example, the C-17 crew had told us they had been doing testing of putting all four engines in full reverse while they were at 10,000 feet in the air! This test was to experiment how to descend at the quickest rate to land in a hostile threat environment.

The new F-35 had just done the first live munitions drop of this new aircraft. We saw the first F-117 Stealth fighter saved in a hanger. While we were in the control tower, we watched controllers tracking 14 incoming aircraft, some doing simulated engine-out descents, speed runs, vertical landings by Marine F 35 Lightnings, stealth flyby in F22 Raptors. Flight controllers at Edwards have to be on the top of their game every minute as they have so many aircraft in different flight profiles, plus a real emergency can happen at any minute as these aircraft are put to the limits of their design every day.

When we came out on the observation platform on the tower we saw F-35s, F-22s, a B-1, a B-52, some KC-135s, a C-5, drones of different types, plus countless F-16 and F-15 aircraft. We were in airplane heaven! After all of that, we went to the flight museum and saw so many historic things and the folks were so nice. They even let us drive our Panteras right up to the SR-71 Blackbird and pose for some really nice pictures. What a day!

The next day was the car show. We headed for the flight line where we were met with the additional 50 cars that mainly came up from Southern California. My car was parked in between a McLaren, Lamborghini Miura, two Espadas and three Panteras. Next to that was a very slick F-16 Fighting Falcon.

Unlike Vandenberg where we were allowed to drive fast at times, Edwards had a no-tolerance policy about speed. Maybe because fighter pilots have had

a history of letting off steam over the straight and wide desert highways. In our groups case, one late arriving entrant (Ferrari) was making up time coming into the base the night before and another (Lotus) the second night making a quick run back from a local town. Both spent the night in jail on base, with their cars impounded and then the next day they were



*Lots of Air Force personnel wanted to pose for photos next to our cars*

escorted off base, never to return or participate in the event.

One car did get to go fast, a late-model Ferrari was seen driving on the flight line out onto the dry lake beds. Shortly after that, a driver and the Base Commander came back with big smiles on their faces and lots of lake dust on the once-red Ferrari. We were showing our cars to loads of base personnel and they really seemed to enjoy our show for them.

A major sat in my car and loved the way our Panteras looked. He was one of the lead test pilots in the F-35 program at Edwards. I asked him if he wanted a ride in the car and maybe he could give me a ride in his plane? But, he said some folks on the base might not think that is such a good idea

Something that I had never considered was the fact that other countries were also there testing the planes at the same time for their governments. One couple from the UK was there for the F-35 that stopped by the car. Not only was he flying the F-35 for the first time but he was making transition from helicopters! Before we exited the flight line, the Air Force taxiied up the new



*Joe Adlhoch drove his beautiful Pantera L up from the Los Angeles area*

F-35 Lighting and an F-22 Raptor. They are the current top aircraft in the US inventory. They surprised us by asking each of the individual cars to come up one at a time and put our car in between the aircraft and had our pictures taken! Wow, 100 cars with a chance of a lifetime.

It was a very special show and we ended up with a great dinner at the Officer's outdoor club. We got photos in many spots that I thought I would never get to see. We also helped out on a good cause for the Air Force. Most

of us are now preparing for the 5th Annual show at Vandenberg AFB in September where we will get to use the landing strip that was designed for the Space Shuttle that is 15,000 feet in length. That will be fun! We never know what we will see or get to do at one of these events, but if you ever get the chance to join us, please do. I am sure you will have a great time and meet some very special Airmen that are serving our country, and they feel special that we share our exotic cars with them and their families.



# 2016 Hillsborough Concours d'Elegance

*Story and Photos by Dennis Valdez*

This year's Hillsborough Concour's D'Elegance was held on a beautiful Sunday at the Crystal Springs Golf Course and was celebrating its 60th Anniversary. The Panteras in attendance were grouped in the Exotic class on the main field. The hosts provided a really nice selection of breakfast items and coffee to take the chill off the morning as everyone was wiping down their cars and getting ready for the public and the judges.

Bud and Jan Millard brought their recently restored 1972 Alfa Romeo Montreal and ended up in the runner-up position for the Exotics class. Interestingly, the Montreal was never sold in the US or Canada except in the "gray market". Congratulations to the Millards and their beautiful car!

The Panteras were also in the Exotics class and well-represented by Dennis and Liz Valdez's yellow 74L



*The great variety of cars on display is exemplified by this 1985 Renault R5 Turbo. While the regular R5 is a very humble front-engined, front-wheel-drive econobox, the Turbo is utter madness, with a mid-engine, rear drive configuration and explosive performance*



*Three PCNC members headed the Exotic class lineup*



*Lou and Trudy Brizzolera and their beautiful blue Pantera*



*Ben Gage showed this immaculate 1957 Ford Thunderbird*



*An incredibly rare BMW 503 Cabriolet was awarded Best of Show*

and Lou Brizzolera and Trudy's blue 73L. Ben Gage brought his beautiful black 1957 Thunderbird to show in the American Recent Classics class.

This year's featured Marque was Mercedes Benz and they were well-represented with some of the finest examples of the Marque. As last year, there was an awesome display of cars ranging from pre-war horseless carriages to the latest exotics from Ferrari, to hot rods and race cars. This year's Best of Show was a stunning 1958 BMW 503 Cabriolet, one of only 58 made and the only example made for the US.



*Bud and Jan Millard drove their Alfa Romeo Montreal to accept their runner-up award in the Exotics class. These cars are powered by a jewel-like 2.6 liter V8*

This was Dennis' first experience being judged in the classic Concours style and it proved to be an interesting experience, having to quickly remove the Dzus fasteners to reveal the engine compartment, demonstrating all the lights etc.

All in all it was a fun and interesting experience. Lots of great cars, and conversation with Pantera friends and many other car enthusiasts. The organizers are very friendly towards our cars and not terribly bothered by the fact that so many of them have been modified. Here is hoping that more PCNC members can be encouraged to bring their Panteras to this concours next year!



Lori Drew  
136 Lighthouse Way  
Vacaville, CA 95688



## NEXT CLUB MEETING

**THURSDAY, August 25th, 2016**  
**7:30 P.M.**

**HOLDER'S COUNTRY INN**  
**998 S. De Anza Blvd, San Jose**

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## UPCOMING CLUB EVENTS

September 24 ----- Ironstone Concours (Bud Millard)

September 24 ----- Vandenberg AFB Car Show (Randy Welch)

October 2 ----- Niello Concours at Serrano (Bud Millard/Gary Kono)