



A Chapter of POCA

news

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Minutes of Meeting 29 September, 2016

The meeting was called to order at 7:30 p.m. sharp by the president. The restaurant goofed up and double-booked our meeting room, but they were able to provide an alternate quiet corner of their building, which worked out well because our crowd size was much smaller than usual. All officer were present except for Greg Taylor, Larry Finch, Denny Morse, Irene Smith and Bud Millard. Bud was recovering from his heart surgery and had hoped to make the meeting, but thought wiser of it. He also had to cancel the Serrano concours. Greg was scheduled for kidney surgery the following morning, so had to stay home to prepare for that.

With the Ironstone concours just a few days prior, and the Serrano concours and then the All-Italian Car Show in the next few weekends, many club members elected to stay home; thus there were only 20 members and only one Pantera in the parking lot.

New Members/Guests: There were no new members.

Changes To Last Month's Minutes: Dennis Valdez was inexplicably referred to as Dennis Lopez.

Club Treasury Report: There was no report this month.

Club Store Report: Similarly, there was no club store report.

Club Membership Report: Lori discussed the two new club members referenced in the newsletter that had just been received a few days earlier. Overall membership remains stable, and growing slowly. POCA membership overall has rebounded from the recent dip, which had been caused by people failing to renew under protest of the management of the club. Once the management was shaken up, fallen members returned and now membership is climbing, definitely a good thing.

Club Motorsports Report: There was discussion of the upcoming Checkered Flag Racing Association event at Thunderhill. Originally five club members were planning on driving (three in their Panteras) but one was forced to drop out. A full report will be forthcoming at the next meeting.

Club Library Report: There were no changes to report.

Past Events:

End-Of-Season Shop BBQ: Bob Benson and Brent Stewart had a few projects planned to prepare for the CFRA track event, and invited all and sundry to stop by their garage for an informal BBQ, on very short notice. Among the people who attended was a fellow from Modesto (not yet a PCNC member) who just bought a pink (!) Pantera fitted with horrific wheels. It was described as being #1732, but that car (or at least a car purporting to be #1732) is in the registry already, and it's blue, so clearly one or the other isn't #1732!

A number of tasks were accomplished, and most importantly, everybody present had a good time.

Ironstone Concours Weekend: The Ironstone weekend once again went off without a hitch, albeit with a few people unexpectedly absent, and notably missed. Nonetheless, the Pantera contingent was reasonably strong, and everyone present had a great time, both at the concours and at the various dinners etc. Judy Goodhart had a fall in her hotel room on the morning of the departure, and Forest had to put her into their Pantera and then drive her three hours to a hospital near her house, where she was diagnosed with five broken ribs! (She showed true gusto by still attending the meeting, for which she is to be truly commended!)

Watch for the full story in an upcoming newsletter.

Upcoming Events:

PCNC November Meeting (NINE DAYS EARLY!) — 15 November: The November meeting had to be rescheduled due to a conflict with Thanksgiving, and the Thursday the week prior wasn't available either, so the meeting will be held on a very nonstandard date, on the **TUESDAY** before Thanksgiving. As this is such an unusual state of affairs, there will be plenty of e-blast reminders sent out.

PCNC Christmas Party — 9 December: The Christmas party is again being organized by Dennis and Liz Valdez, at the same venue we have used for the past few years. We will be getting the rooms at the same rate as last year, \$129 for a queen or \$149 for a double queen. You can book online and get the PCNC rates. All the information can be found in the flyer elsewhere in this newsletter.

Club Business:

Bylaws Changes: The PCNC bylaws are woefully out of date, and in need of substantive overhaul in several areas. The board has decided to divide the task into bite-size chunks, revising various elements of the bylaws in stages over the course of a few months. The first proposed changes appeared in last month's newsletter, and again appear this month. There will be time set aside for discussion at the October meeting, the verbiage in its final form will be printed in the November newsletter, and the vote will be taken at the Christmas party.

Those who want to vote but don't want to attend the party can come to the party, cast a ballot and then leave!

Club Officer Elections: Forest is putting together a nominating committee to find candidates willing to run for office. Besides the incumbent board members, John Tomlin has expressed an interest in taking a position. If you would like to help find candidates (or even better, if you would like to *be* a candidate), contact Forest.

Buy/Sell/Swap:

Spal Fans For Sale: Forest has a pair of heavy-duty Spal sucker fans for sale, asking \$100 for the pair.

News, Clues and Rumors:

Garage Finds Are Still Out There: Mike relayed a story he recently heard from Simon Vels, a De Tomaso collector from Amsterdam who has seven or eight Panteras, a Mangusta, and a Longchamp GTS. He



wasn't looking to broaden his collection, but somebody found out about him and told him about a 1965 De Tomaso Vallelunga, DT 0120, that was still with its *original* owner, and completely unmolested. The car was quietly for sale, and Simon swooped in and bought it!

Garage Finds Happen In America Too: In the same week, Canadian De Tomaso collector Fred Phillips was afforded an incredible opportunity. He had heard that there was an original Shelby GT500 convertible that had been tucked away in a garage since the early 1970s. The owner had purchased it when it was only four years old, drove it five times, then parked it on jackstands. Fred had spoken to the owner a few times but his advances were rebuffed, as were those of numerous other potential suitors. Fred gave tours of his 140+ car collection during a large Mustang convention in Calgary recently, and the owner then decided to select him to sell the car to.



When Fred went to see it, he was surprised to find a running 1969 Shelby GT500 Sportsroof parked alongside it, along with the remains of a parted-out Boss 302, and piles and piles of NOS and used original wheels, parts etc. A deal was done and the whole kit and kaboodle were bought as a package deal.

(Demonstrating that good things come in threes, a few weeks later he learned of a one-owner 1969 GT350 Sportsroof with its original California black plate, and he bought that one too!)

Driving For Dinner Raffle: As Garth Rodericks was the only fellow who brought his Pantera to the meeting, competition for the prize wasn't very difficult!

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

- Wine — Gary Kono
- Pantera wine glass — Brian Bernard
- Brandon Crawford bobblehead — Steve Dalcino
- Pantera shirt — Walt Miranda
- Screwdriver set — Garth Rodericks
- Retriever tool set — Bob Benson
- Pair of flashlights — Steve Dalcino
- Folding knife — Lori Drew
- Pantera wine bottle stopper — Walt Miranda
- Drilling/driving kit — Forest Goodhart

The meeting adjourned at 8:15, unquestionably the shortest PCNC meeting on record!

Membership News

New Members for October:

There are no new members this month.

October Membership Anniversaries:

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

Brett Santos and Patty Arevalo: 29 years
Gary and Mary Ann Kono: 20 years
Cheryl Colombero: 10 years
George Altamura Jr.: 6 years

Nancy and Mike Haney: 25 years
Jim and Barbara Murch: 13 years
Steve and Kim Griffin: 10 years

What Is A Dual Member?

Elsewhere in this newsletter, the bylaws refer to Regular Members, Associate Members, and Dual Members. I thought some people might not know what a Dual Member is. A Dual Member is a POCA member who has designated a chapter other than PCNC as their primary chapter, but would also like to be formally affiliated with PCNC.

The cost to be a Dual Member of PCNC is \$25 per year. What do Dual Members get in exchange for their \$25?

1. They receive all e-blasts which are sent out to club members.
2. They receive a Club Roster annually.
3. They are able to accrue points toward Most Active Member of the Year.
4. They are able to vote in PCNC elections
5. They are able to serve as appointed officers; however they are not allowed to serve in an elected PCNC office, such as President, Treasurer etc.

If you know someone who is a member of another POCA chapter and think they would be interested in also being a member of PCNC, let them know about the Dual Member option, and have them contact me at CLoriDrew@gmail.com to get signed up.

Over and over you hear the phrase, "Our cars are great, but our club members are priceless!" We are a fun group, and are excited and happy to welcome all members into the fold. If you haven't had the chance to make it to a meeting or event, check out our newsletter and e-blasts for upcoming activities and see if any dates will fit your schedule. Our upcoming Holiday Banquet in December is a great event and we would love to see you there!

PCNC Bylaws Amendments

The PCNC bylaws have not been updated for years, and arguably are now woefully out of date. In response to several member requests, the PCNC board has agreed to take on the not-inconsiderable challenge of updating our bylaws. The existing bylaws are extremely restrictive with respect to the mechanics of changing the bylaws, reflecting the club's origins as a very local organization where almost all members could be counted on to attend the monthly meetings.

One of the proposed changes would allow all PCNC members to vote on bylaws changes, instead of just those relative few who attend the meetings. In the interests of fairness, the board has decided to tackle this issue first, and then issue subsequent proposals in subsequent months. Because we are bound by our existing bylaws currently, this first proposed change will have to be handled utilizing the existing procedure (which is actually contained within the bylaws text below). Discussion and proposed changes to these amendments will be made at the October meeting, final text will be published in the November newsletter, and the actual in-person vote will take place at the Christmas party. This is the single event that sees the highest percentage of our club members physically present. If the proposals detailed below are accepted, then future bylaws changes will be conducted in accordance with the newly adopted language, and the right to vote will be afforded to all members, rather than just those present at a meeting.

Article VI of our bylaws appears below, with the proposed changes embedded within. Existing text that is to be stricken is annotated with ~~red strikethrough~~, while new proposed text is in **green**:

ARTICLE VI Amendments

Section 1. General

New By-Laws may be adopted, amended or repealed, or these By-Laws may be amended or repealed, ~~by the written consent of the members entitled to exercise a majority of the voting power or~~ by a majority of the members **eligible to vote casting votes** at a meeting duly called for the purpose of amending the articles of By-Laws. ~~or by the Board of Directors subject to the power of the members to change or repeal the By-Laws.~~ **All Regular Members, Dual Members, and Associate Members shall have equal voting and other rights. Each shall be entitled to one vote, which may be cast in person or by proxy. Only those members will be entitled to vote to amend the bylaws.**

Section 2. Procedure

Proposed amendments or changes to these By-Laws shall be **printed published** in the PCNC Newsletter and shall be **mailed distributed** to the general membership at least two weeks prior to any meeting at which said amendments or changes are to be open for discussion and review. At said meeting the proposed amendments or changes may themselves also be changed or modified by a majority vote, and after said meeting the proposed amendments or changes as modified or not shall be **printed published** in their final form in the PCNC Newsletter, and again shall be **mailed distributed** to the general membership at least two weeks prior to the next meeting. At this second meeting the proposed amendments or changes shall either be accepted or rejected by a majority vote, **including proxy ballots**. Special **mailings distributions** and/or special meetings may

be used in place of the Newsletter and/or regular meetings; but in all cases the **mailings distributions** must be at least two weeks prior to the meetings and must indicate that action will be taken with regard to the enclosed proposed By-Laws amendments or changes, the date and time of the meeting, and the type of action to be taken (either to discuss and review, or to accept or reject).

Pantera For Sale

1972 Group 4 conversion #3986
Lee Hinkley (FordGT@sbcglobal.net)
Price negotiable

Original California car. Steel gray/black leather interior. Owned for last 20 years (since 1996). Purchased from previous owner in Pasadena (who had owned it for 13 years). No accidents. No rust. Always garaged and well cared for. Group 4 Conversion with steel flares and fiberglass wing performed by Panteras by Wilkinson.

All receipts and maintenance records kept. Comes with lots of old parts, including original wheels. Good running condition. Original 351 Cleveland with 46K miles, Veglia gauges, AM/FM radio. Holly 650 carb. Stainless steel cooling tanks/hoses, R-134 A/C, Z-rated Michelin tires, Flush mount radio antenna, Group 4 tail lights, Power windows/mirrors, Suspension by Hall Pantera (3/4" chrome rear sway bar, chromed A-arms, coil springs, polyurethane bushings and adjustable shocks), Momo steering wheel, Euro GT's exhaust.

Recent service including: Brakes (new pads, fluid, steel braided lines and rotors machined), Steering rack replaced, PCV assembly, Oil/filter/coolant.

Only known flaws: Paint is still good, but 30+ years old, beginning to show wear. A/C has leak, and currently not working. Turn signal lever does not stay, and needs to be held in position. Interior light not working.



Monterey Weekend 2016

Story by Mike Drew

Photos by Mike Drew, Lori Drew, Lee Scales, Larry Finch, and Autoweek

A couple of months have passed since the automotive extravaganza which comprises dozens of different events, but colloquially is known collectively as “The Monterey Week”. By the end of the week, any automotive enthusiast’s head is spinning, and it takes a certain amount of time to pause and reflect on everything that was experienced in just a few short days.

I have been attending the Monterey events for 25 years, and have marveled at how the number of events, and the duration of gathering has steadily grown. What used to be an action-packed three-day weekend is now an eight-day-long affair, which starts and ends with vintage car racing at Mazda Raceway Laguna Seca. While work responsibilities prevented us from taking in the whole thing, Lori and I decided to start down a day earlier than we normally do, enjoying a traffic-free drive on the Tuesday afternoon.

We decided to have a leisurely day on the Wednesday, and after a late getup we ambled down to Pacific Grove. There, Lighthouse Avenue was closed to vehicle traffic and played host to The Little Car Show. This quiet show celebrates the smallest (and most obscure) marques and models, with an added category for electric-powered



The ultimate sleeper is this electric-powered Ferrari 308

cars of all types. Many of the cars appeared almost toylike in their proportions, but it’s important to remember that Europe after WWII was far less prosperous than the USA, and while Americans were enjoying the age of chrome and fins and endless optimism, for many Europeans it was all they could do to scrape together enough money to have any sort of automobile at all.

Thus were born cars like the Iso (later BMW) Isetta ‘bubble cars’, and only slightly larger Fiats, Renaults etc. Not all tiny cars were mean little transportation modules, as there was also a burgeoning business (particularly in England) in tiny sports cars, cars which were completely irreverent and had virtually no practical value, but existed solely to provide fun for their owners.

Also on display were various elec-



Among the more humble cars at the Little Car Show was this Fiat 126; over four million were made from 1972-2000



The 1958 Berkeley SE328 has a 328cc two-stroke engine powering the front wheels; this one has SCCA race history

tric cars, including one particularly fascinating electric-powered Ferrari 308. Although it appeared to be wholly unremarkable externally, apart from some aftermarket wheels, under the hood lay an extremely powerful electric motor, capable of delivering performance that a normally powered Ferrari 308 could only dream of. Of course, the price for all that energy is a seriously compromised range, but apparently if one

drove the car moderately, it was capable of traveling reasonable distances. Overall it appeared to offer a driving experience rather like the original Tesla sports car, but with more luxury.

We spent the rest of the afternoon just wandering around Cannery Row and enjoying some of the sights that Monterey has to offer. We then drove up to Carmel Village where we were fortunate enough to be invited to a small dinner honoring Tom Tjaarda. He had just flown in from Italy and Larry Finch was squiring him about. It was great getting to spend time once again with this charming and unusually modest

man (not to mention the dozen or so PCNC members).

As we were eating, we looked up and saw former racing driver, and current F-1 television commentator David Hobbs entering with a small dinner party. This was just the first of what would be many racing celebrity sightings that would take place over the course of the next few days.

The following morning, we got up early and positioned ourselves at a strategic intersection on a quiet back road, to take in the Pebble Beach Tour. Adding to the experience was the fact that we were joined by former POCA presi-

dent John Taphorn and his wife Mary, who were enjoying Monterey for the first time, and thus were wide-eyed at what they were seeing.

While the Pebble Beach Concours was world-renowned for years, at least some people felt there was something missing. Cars would be displayed on the grass, but these machines are best experienced in motion. A movement rose up to incorporate a driving tour which would enable owners to demonstrate (and enjoy) their fine automobiles on public roads, as nature and God intended. At first, this was considered a somewhat radical notion (!) so to

inspire owners to take part, the organizers said they would be given credit for their participation, and in the event of a tie, the tie-breaker would go a car that was on the tour. But the event took off, and now it's safe to say that a substantial percentage, perhaps even the majority of the entrants take part, so the theoretical judging advantage has become moot.

But of course, that's not really the point. It's one thing to spend thousands of



The Pebble Beach Concours always features numerous Duesenbergs; this was one of several taking part in the tour



This 1956 Ferrari 290MM was one of four built, and was raced by Fangio. The owner purchased it at auction last year for a cool \$28 million...and got himself a Pebble Beach entry!

hours working on a car (or more commonly, hundreds of thousands of dollars paying other people to spend thousands of hours working on a car), but it's quite another to jump in and take off down the road, driving something that is either a rolling sculpture, or a purposeful racing weapon (and in some cases, both).

The tour this year had to be shortened due

to the ongoing fires south of Monterey which closed Highway 1, but this played to our advantage. While historically we would be able to watch each car pass once, the revised route doubled back upon itself, which meant that each car could be seeing coming and going, a tremendous bonus. The particular spot we had chosen was at an intersection, where the cars would slow and turn right before charging up a very steep hill. Later they would come bubbling down the hill, with some cars pleasantly backfiring on the overrun. Helpful CHP officers controlled the traffic at the intersection so the drivers didn't have to bother stopping.

After the last car passed for the last time, we hopped in our car and sped to Carmel, where we arrived just in time to see the cars from the tour turning down Ocean Ave. and parking for a few



We were fortunate to have a location that enabled us to see the Pebble Beach Tour cars both coming and going. The passenger of the woody is enthralled by the Iso Grifo A3/C

hours. They were then swarmed with admirers, who appreciated the opportunity to see the cars up close.

The Monterey Peninsula boasts some of the finest dining opportunities anywhere, and we took it upon ourselves to sample a place we'd never been to before, where our late lunch was both delicious, and surprisingly reasonable. We then set off for Carmel Valley Road.

A few miles up from Highway 1 is a Mexican restaurant called Baja Cantina that plays host to the local car crowd every Thursday. On this particular week, participation is substantially greater, and the resultant car show is arguably the most diverse of the weekend. Sadly, although the event was born and grew organically, it seems that the property owners were determined to exploit it to their own advantage, and

in so doing, they may have wrecked it. In the past, cars (and motorcycles) were free to come and go as they pleased, with the owners enjoying great food and music at the restaurant, or supporting a local charity that offered burgers on the other side of the lot. In recent years, the property owner began charging drivers admission for the privilege of parking in the lot, which was bad enough, but last year, goons were employed to force drivers to leave and vacate their spots (thereby enabling yet another car to be introduced and more money to be made) after a relatively short time. Thus the PCNC crowd, which had been an integral part of this show for many years, decided to give it a miss this time, which was sad.

Fortunately, right down the road was the Quail Lodge, home of The Quail, the most exclusive car show of



This wild-looking thing is a 1970 AMX/3. Few people know that lowly AMC had ambitions to enter the exotic car arena. AMC stylist Dick Teague drew up a prototype, and Bizzarrini was contracted to build the initial batch of 30 cars. They were powered by the AMC 390 V-8 and used an Italian OTO Melara four-speed transaxle. It put a big scare into Ford executives, who rushed the Pantera into production to beat it to the marketplace. AMC realized they couldn't afford to put the AMX/3 into production and the program was cancelled after only five cars were built (a sixth was later built from leftover parts)



Randy Grubb stands proudly next to his latest creation, called 'Dodeci', powered by an all-aluminum fuel-injected Falconer V-12, which makes more than 600 horsepower yet is very docile and smooth

the weekend. Tickets are stratospherically priced, and very limited in quantity. Those who choose to attend are not only afforded the opportunity to see some extraordinary cars, but are also continually fed the finest foods and wines, including caviar, for the duration of the day. As we are not members of the fine wine and caviar set, we have never formally attended, but since most of the cars are positioned the afternoon before, we have taken the opportunity to view them in those more

modest circumstances.

This year we were pleased and surprised to see former PCNC member Randy Grubb, whose latest creation was one of the featured cars. Randy is an automotive artist, but not in the traditional sense. Instead of painting or sculpting images of cars, instead he imagines wild, outlandish creations and then builds them from scratch with his bare hands. Among his more famous creations is the Tank Car, which is owned by Jay Leno now. This year, he

built a car that could be considered a modern interpretation of the flashy French cars of the 1930s, and instead of powering it with something conventional, instead he opted for a \$75,000 Falconer V-12! The patron who had commissioned the car (named *Dodici*, Italian for 'twelve') was present as well, and was smiling from ear to ear as he had just taken delivery. He couldn't have been more pleased!

Further down the road was the Bonham's auction tent, with a variety



This very original 1974 Pantera GTS sold for over \$100,000 at the Bonham's auction

of outstanding cars on display which would soon be auctioned off. Among them was a very tasty, bone-stock 1974 Pantera GTS #7226. This was one of many Panteras offered for sale by the various auction houses this weekend. With the recent run-up in values, it seems many owners were attempting to cash in, with mixed results. This GTS hit it out of the park, bringing \$101,750 including premium.

After admiring the cars there, we hopped back in our car and continued up the road, to the new home of John and



Capitol Panteras members Rick and Marcia Carlile



Rick hustles his TVR Vixen through the Corkscrew

Julie Tomlin. They had just sold their home in Saratoga and commissioned the construction of a custom home (and more importantly, a nice big garage!) just off Laureles Grade road. They kindly invited the members of PCNC to come and enjoy a cocktail reception on their back patio. They laid out a delicious spread, and led tours of their home which inspired admiration from all who were present. Unfortunately my camera died and I was thus unable to get any photos.

The next morning we were up bright and early. With Concorso Italiano moving from the traditional Friday time slot to Saturday, Friday was

therefore opened up and we took advantage of the opportunity to visit the race track. Normally the racing is split in half, with 50% of the cars running on Saturday and the other half on the Sunday, but almost all the cars run once on the Friday, so it offers the opportunity to see just about everything.

Several POCA members were taking part in the racing action, including Capitol Panteras member Rick Carlile. Rick was driving his 1969 TVR Vixen, a delightful (although somewhat odd-looking) little car powered by a 1600cc Ford Kent (Pinto) engine. His class was comprised of both slower and faster cars, and he acquitted himself well, fin-

ishing mid-pack in all his races and thoroughly enjoying himself all the while.

Also present was Gray Gregory from Houston, who had a pair of Chevrons to enjoy. His 1970 B16 was originally owned by Steve McQueen, and was used in the filming of the movie *Le Mans*. His 1973 B26 is only a few years newer, yet boasts notable improvements that make it even faster and more capable, but the B16 is arguably the more attractive car. Fortunately they were entered in different classes, so he was able to drive them both.

Finally, PCNC's own Todd Glycer, ably supported by Bob Benson (among



Todd Glycer enjoyed blasting around Laguna Seca one last time behind the wheel of his 1968 Lola T160 Can-Am car



Gray Gregory charges through Turn 5 in his 1973 Chevrolet B26, powered by a two-liter Cosworth engine



Gray's 1970 Chevron B16 originally had a BMW 1600cc engine but now also sports Cosworth two-liter power

others), was driving his 1960 Lola T160 Can-Am car. He has owned this car for a few years, and raced it off and on, but recently decided to let it go to another owner; thus this was his swan song, his final race behind the wheel. We repeatedly visited Todd's pit attempting to see him, but invariably he was running off somewhere else, and unfortunately our paths never crossed the entire weekend. Nevertheless, we saw him on the track and he appeared to be having a truly grand time! I'm sure it's an experience he will grow to miss. Who knows if he might one day find himself behind the wheel of a vintage race car again?

BMW was the featured marque this year, and Mazda Raceway Laguna Seca had a large area of the paddock reserved



BMW celebrated their motorsports heritage with a huge tent filled with legendary BMW race cars, including this IMSA 3.5 CSL

for a display showing the legacy of BMW in automobile racing through the years. Interestingly, for many years a PCNC member named Peter Herke owned a BMW 3.0 CSL which was

upgraded to Group 5 specification; he raced it as a privateer in the IMSA series and later campaigned it at the Monterey event. Sadly Peter sold his car and it returned to Europe where it was

restored back to its original race configuration, but Peter (now living in Sarasota, FL) still enjoys his 1973 Pantera. That car will never be sold!

Mazda has had naming rights at Laguna Seca for some years now, and they naturally took advantage of the opportunity to celebrate their own racing heritage, with a great display of significant Mazda race cars. Some of them took part in high-speed parade laps, while others were active participants in the various races held throughout the day.



Not to be outdone, Mazda had a variety of historic race cars on display, along with the one millionth Miata made



Mazda won the 1991 24 Hours of Le Mans with their 787B. Before the champagne had dried, the race organizers banned rotary-engined cars forever!

After the racing ended Friday afternoon, we made our way over the Laureles Grade road to the Los Laureles Lodge, home of the PCNC dinner and hospitality suite. Steve and Merry Dalcino had once again done a terrific

job of organizing not only hotel accommodations, but also a wonderful banquet for all the De Tomaso faithful, with Tom Tjaarda as featured guests. Tom had been to our dinner a few years ago, and seemed happy to join us once again.

This year's theme was "Hawaiian" in celebration of the favored attire of the event's founder, the late and oft-missed Tony Harvey. With brightly colored shirts and Hawaiian decorations everywhere, De Tomaso cars surrounding the

patio, and delicious food on offer, it was impossible not to enjoy the evening.

The next day, we made our way to Concorso Italiano. 1966 was a very big year in Italian automotive design, and this year the event organizers were celebrating both the 50th anniversary of the Lamborghini Miura, and that of the De Tomaso Mangusta. Quite a few Mangustas had signed up to participate, but some were forced to drop out due to mechanical issues or scheduling conflicts. Still, there were five Mangustas on the grass, which is a fairly large number considering only



At the Los Laureles Lodge, the Panteras were arranged in a circle around the dining area

401 were ever built.

Besides the 'ordinary' Mangustas, there were two special prototypes. One was brought from Detroit by Dick Ruzzin, the retired GM designer. His is the only Mangusta ever built with a Chevy engine. It was special-ordered by head of GM design Bill Mitchell, whose position demanded that the car not carry its normal Ford powerplant. A special prototype of the upcoming 350 Chevy V-8 (with 350 horsepower) was assembled and shipped to Modena, where De Tomaso craftsmen formed one-off

parts such as the bellhousing and exhaust headers, to install it in the Mangusta. After the car arrived in Detroit, he was disappointed to discover that he

couldn't fit in it and therefore couldn't drive it! He only tried to drive it once, then gave up and ordered it sold. A raffle was held for the right to purchase

the car, and Dick was the lucky winner. He had to scramble to sell his Jaguar to come up with the funds, but needless to say he's glad he did!

The second prototype was one built for Eugene Bordinat, who ironically was Bill Mitchell's counterpart at Ford. Interestingly, he believed that Guigiaro's Mangusta body had room for improvement, and to that end he ordered several modifications to be made, including a wrap-around rubber front bumper and a front air dam. While the latter would probably have helped the Mangusta's notorious front-end-lift problem at high speeds, the former was definitely a step backwards aesthetically. Nevertheless,



Jeff Cobb's Mangusta was restyled when new by Eugene Bordinat, and still has only about 6000 miles on the clock. Here Matt Stone and Dick Ruzzin explain its history to the crowd



There was a time when nobody paid a moment's attention to a stock Pantera; now they have become very fashionable when compared to the highly modified cars

he was pleased with the car, and owned it personally for the rest of his life. It then passed to Jeff Cobb, with less than 6000 original miles on it. A few weeks prior to the event, Jeff shipped the car from his home at Baton Rouge, and subsequently left the massive flooding there to fly out to Monterey and enjoy our drought!

Numerous Panteras formed the bulk of the De Tomaso display; this year there were no other representatives of the marque. One hopes that Vallelunga, Longchamp and Deauville owners might be coaxed to



The Lamborghini display was fronted by this oh-so-80s white-on-white-on-white Countach LP5000S, owned by POCA member Jeff Maxwell



Both Concorso Italiano and The Quail celebrated the 50th anniversary of the Lamborghini Miura, and there was an unusually high number of them at both shows. It's quite something to see over 20 Miuras in one place!

bring their cars next year. George Pence of Pantera International once again was a fantastic host, offering a hospitality area and free commemorative T-shirts to all the De Tomaso entrants, as well as awarding trophies for the De Tomaso class. Former POCA president and noted motojournalist Matt Stone was one of the emcees, and did a great job helping to spread passion for the De Tomaso marque.

Following the Concorso, many of us returned to Laguna Seca. Garth Rodericks has been camping at



The Mecum auction made the mistake of offering two almost identical 1974 Panteras; the one on the left had 11,500 miles and the other one had just over 9,500 miles. Both had catalog estimates of \$130,000-\$150,000, but (perhaps since they seemed to lack exclusivity) bidding stalled out in the \$100,000 range on both of them, and they failed to sell

the same campsite there for many years, and has created a tradition of hosting a barbecue on Saturday night. Peter Kovacs brought his motor home to anchor the event, and Brent Stewart manned the grille, firing up some dynamite tri-tip steak and BBQ chicken. About 20 people or so ate and drank together until well into the evening.

Among the topics of conversation was the apparent bloodbath at the auctions. Although in retrospect, the auction houses did quite well, spectators noted

that many, many cars were failing to meet reserve, as ambitious sellers set unrealistically high reserves in the hopes of striking it rich. There was a glut of Panteras this year, including two almost identical, bone-stock red Pantera L models in the same auction. Both were anticipated to fetch in the region of \$150K, and both fell quite a bit short and failed to sell. Had there only been one of them there, it might have been a different story.

The general consensus seemed to be that the radical increase in Pantera prices year after year had finally

slowed, and while values haven't dipped at all, their astronomical rate of increase seems to have just about leveled off.

Traditionally, Lori and I get out of bed at an obscene hour on the Sunday morn-



This wildly modified Pantera was built by PI Motorsports and featured one of their 427-inch Windsors with nitrous injection. The car was stunning, but clearly built to suit one person's tastes. The Mecum catalog estimate was \$130,000-\$160,000, which was only enough to pay the owner for the car's construction costs, but it failed to reach the bottom estimate and was unsold



Brent Stewart mans the grille

ing to attend the Pebble Beach Concours, but this year we chose to skip it in favor of watching more action at the track. However, the organizers had invited Tom Tjaarda to be an honored guest, and Larry Finch was fortunate enough to be selected to be his chauffeur. This also

afforded Larry free entry to the show, something he'd never seen before.

To say that he was impressed is a gross understatement. Pebble Beach was celebrating the 50th anniversary of the GT40, and every truly significant example of the model could be found in a special display, including P/1046, the Mk II version that famously (or rather, infamously) was credited with the victory at the 1966 24 Hours of Le Mans.

Lori and I spent the day back at Laguna Seca, enjoying the opportunity to enjoy the action with a much smaller



Garth Rodericks, with the help of several other people, put on a terrific dinner of tri-tip steak and BBQ chicken. Even the Texans were impressed!



Larry Finch had the privilege of escorting Tom Tjaarda to the Pebble Beach Concours, and was able to get in for free too!



Tom was pleased to see one of his creations on the grass, the large and luxurious Ferrari 365 California. They were each custom-built and cost a fortune; only 14 were ever made and this is the only RHD example



The car in the foreground is GT40 P11046, the Mk II model powered by a 427 Le Mans engine, which was gifted the win at the 1966 24 Hours of Le Mans even though it crossed the finish line behind slightly behind one of the other GT40s. The French officials determined that it had started further to the rear and thus had travelled a slightly greater distance, and therefore awarded it the win. Behind it is P11075, the John Wyer-entered 302-powered Mk I. Woefully obsolete by 1968, it managed to win the race that year, and amazingly repeated the feat and won again in 1969!

crowd (both because many people were at Pebble Beach, and others had already left for a long drive home). Much of the day was spent in the company of Julian Kift, the expatriate Englishman from Reno, who had driven down at the last minute in his Pantera GT5. His enthusiasm and infectious grin made the day that much more enjoyable for us.

After the final checkered flag flew, most spectators chose to leave right away, but we stuck around for awhile. It was remarkable to see mind-blowingly significant cars such as multiple Ferrari 250 GTOs, pre-war Alfa Romeos, and even a 1958 Scarab Mk 1, standing totally unattended with only a handful of people nearby. After watching them race in anger all weekend long, it was



Vintage racing isn't all fun and games! The crew of this 1914 National had a Big Moment when their 100-year-old front spindle snapped going through turn 2, and the right front wheel fell off! Fortunately they were unhurt, and the car was otherwise undamaged. Anybody know where to find a 1914 National front spindle?

terrific getting the opportunity to view them up close and in person, without feeling any pressure to move along or get out of somebody else's way.

All the other members of our club were well on their way home, but we still were eager for more, so we drove

back to Pebble Beach to catch the final night of the Gooding auction. Remarkably, among the spectator cars in the parking lot was a 1961 Ferrari 250 SWB, a multi-million-dollar car that somebody was using as his weekend runabout (he wasn't alone, as the afore-



Just look at the cars sitting unattended in this photo. Where else can you expect to see a Gulf Porsche 917, Ferrari 500 TRC, two Ferrari 250 GTOs, Scarab Mk 1, 289 Shelby Cobra and a Maserati Tipo 61 'Birdcage' in one place?



The Prototype Lola Mk6 GT, first of three made, which led directly to the GT40

somewhat, but well-heeled buyers are still willing to pay top dollar for blue-chip collectible cars.

Monday morning arrived all too soon, and we quietly packed up and headed for home. We had enjoyed more automotive adventure in the previous five days than many get in their entire lives. We are so incredibly fortunate that we live where we do. Yes, admittedly, at the time it seemed like half the state was on fire, and in fact the Big Sur fire had impacted events somewhat, but still, when all things are considered, we should all consider ourselves blessed to be able to attend this weekend each year.

If you weren't able to attend this year's gathering, now is the time to start making plans for the third weekend in August of 2017!

mentioned Gray Gregory was also using his 250 SWB to get around town this weekend!).

Inside the auction tent, there were no De Tomastos this year, but there were certainly some extraordinary cars to be seen. While last year the sell rate was extremely high, this year quite a few cars rolled across the auction block but failed to find a new buyer. There were a couple of standout cars that ensured overall success for the Gooding endeavor however; a Ferrari 250 SWB with race history sold for \$13,500,000, and a 250 GT LWB California Spyder, also with a little bit of race history, rang

the bell at \$18,150,000. A 1933 Alfa Romeo 8C 2300 Monza made just under \$12,000,000, and a 1932 Bugatti Type 55 Roadster wasn't far behind at \$10,400,000. Overall, it appears that the superheated market has cooled off



Parked in the dirt outside the Gooding auction, among SUVs and Hondas, was a Ferrari 250 SWB. Only in Monterey!



Gooding's 1961 Ferrari 250 SWB and 250 GT LWB California Spyder

2016 P C N C

● HOLIDAY BANQUET DINNER ●

AWARDS CEREMONY

Sign up and send your check today for dinner reservations or go on-line to sign up and pay with your credit card or Paypal account. Be sure to put your name(s) and meal choices on the memo line if you send a check.

Checks for dinner must be received by November 19th

WHEN: Friday, December 9th. Reception, no-host bar, and entertainment starts at 6:00pm. Dinner is at 7:30pm.

WHERE: The Hilton Garden Inn, 2000 Bridgepointe Circle, San Mateo, CA 94404. 650-522-9000. Orchid Room - First floor, to the left of the reception when you enter.

DINNER CHOICES: Appetizers will be served prior to dinner, salad and a delicious dessert included.

- **Chicken Piccata** – Served with Lemon Caper Sauce and Rice Pilaf
- **Herb & Sea Salt Crusted Prime Rib** – Garlic Mashed Potato, Horseradish Cream
Served with Au Jus
- **Baked Salmon** – Served with Beurre Blanc, Wild Rice Pilaf

DINNER PAYMENT: \$60 per person. Make checks payable to P.C.N.C. Write the names of people in your party that you are paying for along with their dinner choices on the memo line. You may also attach a note. **Checks must be received by November 19th**. Bring to the next PCNC meeting or Mail to: **Dennis Valdez – 3252 Charmat Court, San Jose, CA 95135**

ON-LINE DINNER PAYMENT OPTION: For Members who wish to pay on-line please go to the following link You will be charged \$63.09 per ticket which includes the service charge from the on-line processor. Online payment will be available October 1st.

OVERNIGHT LODGING: A limited number of discounted rooms are available - King (\$129) and Queen/Queen (\$149). Buffet breakfast is included in the room price. Make reservations on-line at <http://tinyurl.com/PCNC2016-hotel> or by calling 1-877-STAY-HGI (1-877-782-9444). Be sure to mention Pantera Club of Northern California to get the discounted rate. **Reservations must be secured by November 25**, to get the discounted rate. Questions? Call Dennis at 408-772-6685 or, valdezs1@yahoo.com



Lori Drew
136 Lighthouse Way
Vacaville, CA 95688



NEXT CLUB MEETING

**THURSDAY, October 27th, 2016
7:30 P.M.**

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

UPCOMING CLUB EVENTS

November 15th ————— November PCNC Meeting (One Week Early!)

December 9th ————— PCNC Christmas Party (Dennis and Liz Valdez)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH