

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



A Chapter of POCA

# news

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Volume 46

Issue 7

July 2019

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## Minutes of Meeting 27 June, 2019

The meeting was called to order by the president at 7:38 p.m. All officers were present except for Irene Smith, Larry Finch, and Denny Morse. There were 20 members in the room, and three Panteras in the parking lot.

**New Members/Guests:** There were no new members this month.

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

**Club Store Report:** Irene sent in a report where she detailed the success of our store at the Fun Rally. We had the biggest store by far, and the people present really appreciated the variety of

merchandise we had to offer. Sales were extremely strong, but we still have lots of inventory left over. We gave a hand of applause to Irene and Marcus for all the hard work they invested in the club store over the Fun Rally weekend.

**Club Membership Report:** Lori discussed our newest members, Jim and Nicole Gearing, who were announced in last month's newsletter. Dennis Valdez was able to help them out by supplying extra replacement fuses for their radiator fans so they could make it home from the Fun Rally, and it's likely they will be bringing their car to Marcus Smith for a bit of electrical attention soon!

**Club Motorsports Report:** There are several open track events in the upcoming weeks, including Checkered Flag Racing Association at Laguna Seca on July 22nd, and the Nor-Cal Shelby Club Mini-Nats at Sears Point on August 3rd and 4th. The Shelby Club will be hosting a 105 db day at Laguna Seca on the day after Thanksgiving, which will accommodate all but the most formidable Panteras.

Mark has also been in negotiations with the folks who run Moffett Field about perhaps staging a runway track day as a private PCNC event. It will take many months to work out the details (including insurance).

**Club Library Report:** Forest reported the library is still safe and sound in his garage. He is happy to loan out any items to interested club members. A list of the library contents can be found in section "E" on the PCNC website.

**Club Website Report:** Speaking of the website, Garth Rodericks has shared some rough proposals with the rest of the board, and they are considering the next phase to see if we want to create a new website. The principle obstacle remains having somebody willing to manage it, however.

### **Past Events:**

**POCA Reno Fun Rally:** The Fun Rally was an unqualified success this year, and thanks to proper management and solid attendance, it finished well in the black. For many of us, it started with caravans to the Smith's house where they once again hosted a terrific BBQ lunch. This was followed by a magnificent drive over the Sierras to Reno. The weather was spectacular, with sunny skies and mild temperatures.

Larry Stock hosted a breakfast at Pantera Parts Connection that was the best-attended event of the weekend, with a fantastic catered breakfast.

Erik Kolstoe said he had a great time at his first-ever Fun Rally, and he especially enjoyed the spirited drive in the Sierras after the breakfast.

Brent and Patty rode Amtrak to Reno from San Jose, and said the train ride was terrific too. Look for a full report elsewhere in this newsletter.

### **Upcoming Events:**

**Monterey Weekend Update:** The PCNC dinner at Los Laureles will be held on August 16th, with tickets costing \$60 in advance and \$75 at the door. Everyone will get a free T-shirt. If you want a size other than XL, let Steve Dalcino know. The deadline to place your T-shirt order is 30 June. Those who didn't sign up before 30 June may or may not get a shirt (available while supplies last) and it will likely be size XL. If you are staying at the hotel, dinner is included but Steve still wants to know your shirt size.

This year, rather than having a featured marque, the Monterey Motorsports Reunion will focus on IMSA race cars. Newer cars will be featured in some classes. There will be no Can-Am group, but we will still see Trans Am, Historic F-1, and many others.

There will be no club parking corrals this year, but one can buy 'preferred parking' for individual cars.

The club's hospitality suite will be open each night, although it will now be a BYOB affair since we can't serve alcohol.

The Concorso Italiano will be held on Saturday at the Blackhorse Golf Course, which has proven to be a good venue for the event. The jury is still out as to whether dwindling participation and attendance is driven by the larger number of competing events, the ever-escalating price, or the questionable decision to move it from its historic Friday date, to Saturday. One can only hope that the organizers are able to turn it around this year.

Garth will once again be hosting a BBQ at the track on Saturday night. If you plan to attend, please RSVP so he can know how much food to buy.

**Ironstone Concours Weekend:** There was supposed to be a registration flyer for the concours in last month's newsletter, but the editor goofed and it was overlooked. Go to [www.ironstoneconcours.com](http://www.ironstoneconcours.com) to sign up. In previous years they allowed 400 cars but this year it's been cut back to only 325, so it's possible you may not be able to get in if you don't register in time. Once again there is a dedicated De Tomaso class.

Hotel rooms are hard to come by now. If you have a room you won't be using please let John and Barbara Webber know.

### **Club Business:**

**POCA President Needed:** Current POCA President Gerry Romack has announced his intention to step down at the end of his term, so the club is looking for somebody willing to take on the mantle of leadership. If you're interested, please contact Gerry to find out more details on what the job entails.

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

**Clearing Out The House:** Mike Drew is trying to prevent his stock of Pantera parts taking over the whole house. Currently there is a Hall Pantera polished stainless steel louvered radiator cover which has taken up residence in the bedroom, and Lori would like to see it go! Both Hall Pantera and Precision Pro-Formance offered them for \$150-175 at one time, but now they are apparently no longer available from either source. Offers in the \$100 range would be looked upon favorably (especially by Lori!). If you have any other parts needs, let Mike know, as he might be able to help.

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

**Mark McWhinney Update:** Longtime PCNC member (and onetime POCA president) recently announced that he was diagnosed with stage 4 colon cancer, and underwent several surgeries to remove cancerous tumors from various parts of his abdomen. After spending the last five years working like a dog, with not one single weekend off (much less a vacation), he is now projecting taking a year off to undergo chemotherapy, radiation, and additional surgeries.

He seems to be in good spirits, all things considered, and points out with no lack of irony the

fact that he has been a workaholic because he was in charge of the website implementing Obamacare over much of the western United States.

His Pantera has been immobile for years in Bob Benson's shop simply because the carburetor wasn't installed, so there is going to be an effort to get it running for him again. If you are interested in helping out, please let Bob know.

**SOLD!** Erik Kolstoe was fortunate enough to buy a really nice and very original-looking yellow '72 Pre-L Pantera out of Texas from a Bring A Trailer auction. He had a tremendous advantage, because he was able to get in touch with local club members, including one who had done extensive work on the car and knew it inside and out. Therefore he was able to get detailed information about its excellent condition, and bid accordingly. He hopes to have the car at the July meeting, and just signed up for Concorso Italiano as well!



**Let The Sparks Fly:** Mark Bailey has been hard at work on his restomod Mach 1 Mustang. So far he has had to cut out and replace rusted sheetmetal in 46 different places! He is ditching the antiquated suspension in favor of a full new custom frame, fitted with the most up-to-date suspension components.

**Marina Autocross:** John Tomlin attended the Corvette club's autocross at Marina, and characterized it as a 'unique' experience. He noted that the Corvettes seemed to be much faster on the straights, while the Porsches were notably quicker through the corners. These events are open to all makes of cars, and there was some talk of perhaps seeing a Pantera competing there one day.

**Beverly Hills Car Club:** Garth and Leslie Rodericks traveled to Los Angeles to meet up with Hartwig and Christine Asshauer, German Pantera owners who live in France and who were touring the southwest USA on vacation. Together they visited Beverly Hills Car Club, an unusual exotic car dealership that specializes in (usually dramatically overpriced) wrecks and barn-finds. They were fascinated at all the really marginal cars on display, and were a little horrified to see a barn-find Mercedes 300 SL roadster in very original, but decrepit condition, having its interior cleaned out with a garden hose! They did note a handful of seemingly good cars in inventory as well.

Somewhat surprisingly, Garth was disappointed with the Peterson Auto Museum. They took the optional underground vault tour, where the cars are simply jammed into insufficient space.

**LeMay Museum:** Garth also toured the LeMay museum in Tacoma, which he said was absolutely unbelievable. About 350 cars are on display, from the 2000+ cars once owned by Harold LeMay. The family has a separate display of some 500 cars in another museum on the outskirts of Tacoma.

**Alfa Romeo Club Tour:** Lori Drew drove her Pantera on a one-day rally through Marin County staged by the Alfa Romeo club. Matt Kelleher was also there in his Pantera.

The tour served as a reconnaissance of sorts for a PCNC tour still in the planning stages, but likely to be held sometime in the late fall. See the short article elsewhere in this newsletter.

**Driving For Dinner Raffle:** Despite the presence of three Panteras in the parking lot, the Driving for Dinner raffle was apparently overlooked this month.

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

Carbon fiber lookalike license plate frame — Lou Brizzolara  
California duster — Bud Millard  
Feeler gauge — Brett Santos  
Punch and chisel set — Dennis Valdez  
Magnetic tray and pickup set — Walt Miranda  
Inspection mirror — Brett Santos  
Swivel-head ratchet — Gary Kono  
Bottle of wine — Garth Rodericks, Gary Kono  
Electrical connector set — Forest Goodhart  
Anti-fog and car deodorant — Bob Benson  
Safety sunglasses — Dennis Valdez

The meeting adjourned to the parking lot at about 8:45 p.m.

## Membership News

### **New Members for July:**

We have no new members this month.

### **July Membership Anniversaries:**

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

**John and Jane Bartole:** 28 years

**Ron and JoAnn Singley:** 19 years

**Barry Hosier:** 16 years

**Ron and Bobbie DeMaderios:** 13 years

**John and Kathy Buckman:** 7 years

**John and Billye Pedretti:** 5 years

**Andrew Davis:** 1 year

**Gary Glenn:** 22 years

**Tom and Liz Hasenberg:** 18 years

**Bob Paizs:** 15 years

**Bud and Jan Millard:** 8 years

**Hank and Naomi Szeto:** 7 years

**John and Barbara Webber:** 3 years

**Patrick Eagle:** 1 year

### **Sad News:**

We recently learned of the passing of Brian Welch, a PCNC member since 2011. His Pantera #3317 has been sold to Tommy Hodges, who had been restoring it for him.

The members of PCNC offer their heartfelt condolences to the Welch family.

# 2019 POCA Fun Rally

*Story by Mike Drew*

*Photos by Mike and Lori Drew*

Each year, the members of the Pantera Owners Club of America are afforded a singular opportunity to gather together to celebrate the fellowship that is endemic to Pantera ownership. The POCA Fun Rally has been held ever year since 1981, and has managed to withstand numerous challenges in those ensuing years. One year, the hotel unceremoniously canceled our contract just a few months before the event. Another time, the Rodney King verdict was released and cities (including Las Vegas) erupted in riots. Most recently, the announcement of the event was delayed so long that a competing event sprang up and effectively poached most of the expected participants, leading to absolute financial ruin.

So it was with considerable relief that we learned that this year's Fun Rally would be held in a location and manner that effectively guaranteed its success. The hotel management was determined to cooperate with us in a collaborative manner, the location was

viewed as a desirable destination by many, and thankfully the decisions were made in a timely manner, so people could effectively plan their attendance far enough in advance to reassure the organizers they would achieve the critical mass necessary for the financial success of the event.

For many of the members of PCNC, any successful Fun Rally adventure starts with a trip to the mountaintop eyrie of Marcus and Irene Smith. Each year, they graciously open their home to us and afford us an opportunity to sample their spectacular views, accompanied by their terrific hospitality, and this year was no different.

Quite a few Panteras and the odd Brand X car made their way up from the Bay Area to their home in Pine Grove, outside Jackson, while a smaller contingent from the north bay traveled via Sacramento to meet them there. Soon the neighborhood was overrun with Panteras, and the air was filled with the smell of gourmet burgers cook-

ing on the grille.

After the obligatory tour of Marcus' mad scientist workshop, we climbed into our cars and set off for Reno. The weather was perfect, traffic was light, and we were afforded the opportunity to stretch our car's legs a bit on the phenomenal mountain road crossing the Sierras. After a brief pit stop at the foot of the hill in Minden, we soon arrived at the hotel, where an entire section of the covered parking structure was reserved for our exclusive use, complete with 24-hour security guards.

The chosen hotel for the event was Circus Circus, which is one of three adjacent hotels that share common ownership, and are joined together with skywalks above the city streets. The other two hotels offered nominally superior accommodations, accompanied with higher costs, but as the Circus Circus had recently undergone renovations, those who opted for the less-expensive primary lodging choice were pleased to discover that their accommodations were actually better than the others were!

After getting settled in, people made their way down to the hospitality suite, as other attendees drifted in throughout the evening. The basketball fans among them found their way to the hotel sports bar to watch the last game of the NBA Finals, where the hometown team suffered a final, humiliating loss. This didn't dampen anyone's enthusiasm,



*Panteras climbing up the hill on Hwy 341 leading to Virginia City*

however, and soon we were all celebrating once more.

One of the ‘problems’ with this event is that it offers participants a constant array of choices. Rather than having a single agenda, instead it features contrasting and conflicting events that force people to choose to go one way or another. On the first day, we could either drive partway around Lake Tahoe and take part on a cruise on the lake aboard a paddlewheel steamer, or head south to the historic

mining town of Virginia City. We chose the latter option, and after some spectacularly bad navigation on my part, we eventually caught up with the main contingent, and all rolled into Virginia City together, parking a block off the main street in a completely deserted parking area.

Virginia City developed as a boom town with the 1859 discovery of the Comstock Lode, the first major silver deposit discovery in the United States. Almost overnight, dozens and dozens of mines were opened, and by the 1870s the population peaked at about 25,000 people, and Virginia City produced over half of all precious metals in the United States. Untold millions of dollars was generated by the mining boom, and at one point it was considered the richest city in America.

Seen as the inland corollary to San Francisco, the wealth generated by the

mining industry was almost solely responsible for the growth and development of San Francisco; it also largely financed the transcontinental railroad. Despite the relatively ‘low’ standing of most of its citizens, who toiled away in difficult conditions underground, the city boasted gas and sewer lines, a huge hotel with an elevator, three theaters, an opera house, four churches, and three daily newspapers, including one that numbered among its writers a young upstart named Samuel Clemens, who went by the pen name Mark Twain.

Today it exists as a shadow of its former self, with only about 900 permanent residents. Many of the finer buildings were destroyed in a great fire in 1875, but the city was rebuilt soon afterwards and the majority of the area now designated as a National Historic Landmark dates to this later time period.



*Panteras lined up in an empty lot in Virginia City*

Jim Murch had volunteered to organize the day’s events there, which were to start with a ride on the Virginia and Truckee scenic railroad. At one time the V&T was the richest and most powerful short line railroad in the country, and has long enjoyed the moniker “Queen of the Short Lines”. It was built to connect the mines with the main railroad terminals in Reno and Carson City. Once the silver boom played out, its fortunes declined and it was eventually abandoned in 1950 after years of declining revenue. The tracks were all pulled up and the right-of-way was sold off. In the 1970s, with interest in historic railroads on the rise, private investors purchased some of the right-of-way and rebuilt 14 miles of track, and also purchased historic locomotives and rolling stock. Today the V&T runs a reduced excursion with an ex-US Army 1950s diesel engine on the weekdays,



*As the steam engines only run on weekends, our excursion on the Virginia & Truckee featured diesel motive power*



*Russ and Doris Britschgi were among the group who elected to revisit history on the rails of the V&T*



*Millions of dollars of wealth emerged from this nondescript hole in the side of a hill*

and a longer run to Carson City with one of two Baldwin steam locomotives that were built in 1914 and 1916 respectively.

We stopped at the Comstock History Center, which is little more than a glorified garage built to house another Baldwin locomotive built in 1913. Getting up close and personal with a steam engine was a fascinating exercise for the gearheads among us, who struggled to piece together the mechanisms in their mind in order to discern exactly how it operated. Soon we walked the short remaining distance to the original 1870 passenger depot, which boasts a gift shop and a new waiting area with a lawn and benches.

The train soon pulled up and we clambered aboard the wooden cars. Rather than traditional railroad passenger coaches, the excursion train uses converted gondolas which are fitted with rudimentary bench seating (and one with a roof). Soon we pulled out of the station, with the conductor narrating as we slowly headed south, down a steep and winding grade to the intermediate town of Gold Hill. After a brief stop there, we then slowly returned to Virginia City. Along the way we were afforded the opportunity to see the ruins of several large mining operations, as well as a small herd of wild Mustangs frolicking atop a distant hilltop.

After the train ride we walked a short distance to the Chollar mine. With its riches first located in 1959, the Chollar mine was one of the leading

producers of the Comstock Lode, producing both silver and gold. Today it is a privately owned enterprise, affording people the opportunity to glimpse how the miners lived and worked.

The mine has many miles of shafts, descending thousands of feet below ground, but the tour is confined to the first 400 feet of the main horizontal entrance shaft, which is more than enough to give the flavor for what lies beneath. We walked atop the narrow tracks used by the ore cars, ending at a room called a 'stope' which housed an elevator shaft that descended down to the multiple horizontal shafts cut through the Comstock fault, from where the valuable ore was retrieved.

Following the mine tour, we wandered back to the main street and made our way into the main district, which consists exclusively of historic buildings, almost all of which have been converted into tourist traps of one description or another. We stumbled across a spectacular BBQ restaurant and enjoyed a truly terrific lunch, before slowly wandering the streets and eventually making our way back to the hotel.

We got to the hotel in time to relax a bit before setting off on the next activity, go-kart racing at the Grand Si-



*The tour gave us a glimpse of what working life was like far underground*

erra Resort. Despite the fact that Jim Nowlin had made all the necessary arrangements, and the facility was scheduled to be open, when we arrived there we were shocked to find it completely shut. Jim made a few phone calls, and soon resort workers were scurrying about, opening it up for our enjoyment. For a very modest fee, we were afforded



*Speed junkies got their fill of both speed and pizza at the Grand Sierra Resort go-kart track*





*A handful of Pantera owners chose to engage in a spirited drive in the mountains. The roads were all but deserted and much fun was had!*

unlimited go-kart racing for a few hours, along with as much pizza and soda we could consume. We were all enjoying ourselves so much that we extended the racing a bit further into the evening.

The next day, Larry Stock hosted a breakfast get-together at the Pantera Parts Connection. By all accounts it was terrific, with Larry pulling out all the stops to rent a giant tent and cater the affair. Unfortunately we missed it, electing to sleep in a bit instead. Following the breakfast, the participants were again offered two contrasting activities—either a tour of the Sierra Boat Company, a fantastic outfit that restores and maintains classic wooden-hulled pleasure boats, or a spirited drive through the mountains. We elected to do the latter, both because we had seen the boat company on a previous event, and also because of a philosophical stance that Panteras are meant to be



*Doug McIntyre from Calgary, Dennis Franks from Billings, Jim Nowlin from Reno and Chuck Engles from Oklahoma City enjoying lunch in Bassetts*

driven in a certain way, and opportunities to do so shouldn't be missed.

We waited on the side of the road and eventually Jim Nowlin appeared in our mirror, accompanied by a surprisingly small contingent of Panteras (plus a modern Corvette and Porsche 911).

We then set off on a terrific drive up Hwy 89, through pine forests and beautiful open meadows to the aptly named town of Sierraville, before turning onto Hwy 49 and arriving at the small town of Bassetts, home of Bassetts Station.

In existence for over 140 years, Bassetts Station has been providing for the needs of High Sierra travelers, with a country store, motel, and small restaurant on the premises. We enjoyed a



*The Sierra Buttes provide a backdrop for some of the best driving roads in the USA, yet only five Pantera owners took advantage of the opportunity to enjoy them*

simple and modestly priced lunch, before proceeding to the nearby overlook to see the Sierra Buttes. The drive back to the hotel was at a more modest pace, and again we got a bit of relaxation time before setting off for a banquet at the National Automobile Museum.

The museum consists of the finest examples from the extensive Bill Harrah collection, which at one point numbered some 1400 cars. After his death, much of the collection was sold off, and the proceeds were used to fund

the construction of a dedicated museum to house the finest cars from the collection. Located within walking distance of the hotel, most people chose to walk rather than drive, taking in the sight of the extremely full river



*Any automobile enthusiast would be fascinated with the collection in the National Automobile Museum*



*Chuck and Lorie Banks' 1972 Pantera at the car show*

along the way.

The museum is much more than a simple warehouse filled with cars. There are numerous contextual displays, such as replica street scenes, a 1930s workshop, etc., along with large rooms with the cars parked far enough apart so that people can

get a good look at them from all sides. The evening started with the dinner, and then we were allowed to stay in the museum for hours afterwards, taking in all the exhibits.

The next day started with another leisurely get-up, and then we moved our cars from the parking structure for a car display. In the past, we were afforded the opportunity to share our cars with the public plaza next to City Hall, alongside the Truckee river, but unfortunately that wasn't possible this year. Instead, we had made arrangements to use a parking lot at street level alongside the hotel parking lot. However,

Street Vibrations (a giant Harley 'lifestyle' festival) was taking place at the same time, and numerous trucks and trailers had been parked in our designated space. Nevertheless, we were able to position our cars around the eastern perimeter and have a semblance of a car show. There were very few spectators apart from the Fun Rally attendees, but nobody seemed to mind very much.

In the afternoon, there was a highly informative tech session with Jon Haas of Pantera Electronics discussing his extremely innovative products, all of which serve to improve the Pantera in sometimes subtle, and sometimes very overt ways.

Everyone then retired to their respective rooms to prepare for the wrap-up banquet. At the appointed hour, the doors opened and people flooded into the banquet room. Soon we were all dining on a surprisingly good dinner, with several different main courses to choose from.

Following the meal, we were extremely fortunate to have a guest speaker whose accomplishments are legendary. From providing the original design for what ultimately became



*The venue was a bit unlikely, filled with box trucks supporting the Harley convention, but we were still able to put on a respectable car show*



*Irene Smith, ably assisted by Marcus, produced a tremendous display of Pantera-themed merchandise to sell on behalf of PCNC*



*Jennifer and Erik Kolstoe had a blast at their first Fun Rally*

the 1963 Corvette Stingray, to serving as the first instructor at the Carroll Shelby School of High Performance Driving, to designing the paint scheme on the Shelby GT350, Pete Brock's most notable achievement was designing the Cobra Daytona Coupes, which went on to win the FIA World Sportscar Championship in 1965, still the only American-manufactured automobile with that noble distinction.

It is his subsequent assignment that brought him before us, however. In 1964 Shelby partnered with De Tomaso, with the intent of producing a lim-

ited run of 50 mid-engined GT cars powered by a De Tomaso engine (consisting of a Ford 289 bottom end paired with De Tomaso cast aluminum heads with integral mounts for Weber carburetors). Only a single prototype was made before Shelby's interest was diverted by the requirement to take over Ford's struggling GT40 race program, and the project (what was called 70P or P70, as it was slated to carry a 7-liter engine) was abandoned. De Tomaso subsequently rebodied the car with a Ghia body loosely based on Brock's original design, but with wider fenders to accommodate much wider wheels and tires. The original bodywork was retained and finally built up to form a second car a few years ago, essentially a replica of itself, and both cars are now residing in southern California.

Brock has recently published a book extensively detailing the gestation, production, and ultimately the failure of the project, and he had an extremely interesting slide presentation to discuss the highlights of the story. Following his presentation, he stationed himself at a table and autographed copies of his books for many dozens of interested buyers.

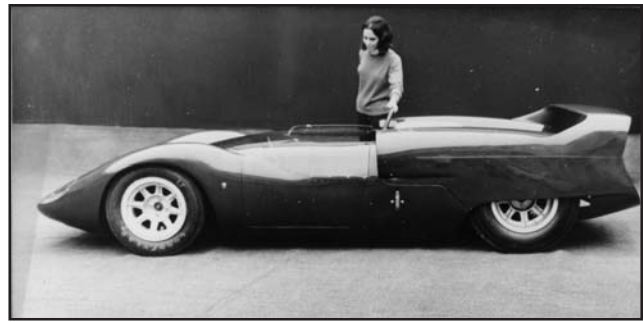
The formal part of the program ended with the traditional raffle, which thankfully was run with speed and efficiency. Once the last number had been called, some who had early departures planned in the morning made their

way to their rooms, while most chose to remain behind and chat in the hospitality suite until midnight, when it was finally closed down.

Faced with the prospect of oppressive heat in the valley, many people chose to get up extremely early to get a head start on their homeward journey. Given our relative proximity to Reno, we were a bit more casual and finally started drifting home around 9:00 a.m. We made it home with no difficulties at all, and were able to enjoy a full afternoon at the house. In fact, if there were any mechanical maladies experienced during the weekend (apart from minor things like a blown radiator fan fuse, easily remedied), I'm not aware of them. So I think it's fair to qualify the Fun Rally as a complete success this year, thanks in no small part to the ex-

treme efforts of the organizers, including Bob Reid, Jim Nowlin, and Josette D'Orazio.

It was announced that next year's Fun Rally will be held in Arizona, at a new facility on the outskirts of Phoenix, from 22-26 April. I urge everyone to start making plans now to be there!



*A period press photo of the Shelby/De Tomaso 70P*



*After his presentation, Pete Brock sold a tremendous amount of his new book on the development of the 70P*



*Denise DiMarzo and Larry Stock were all smiles all weekend long. Larry rightfully gave her all the credit for the success of the breakfast at Pantera Parts Connection*



*Kurt and Joyce Bernatske, along with Forest and Judy Goodhart, and Kent and Sandi Snyder, are the only people who have attended every single POCA Fun Rally*

# *Alfa Romeo Club* **One Lap of Marin**

*Story and Photos by Mike Drew*

A few months ago, Bud Millard made an announcement at a PCNC meeting, where he revealed that the Alfa Romeo club had issued an open invitation to PCNC members to attend various Alfa Romeo club driving events in our Panteras. Serendipitously, Matt Kelleher (a former Alfa Romeo owner) had heard of an upcoming rally in Marin County called the One Lap of Marin, and figuring we would enjoy it, he went ahead and signed us up for it!

With that, we were committed. As we had taken my Pantera to the Fun Rally just the week before, the decision was made to take Lori's Pantera on the Alfa club run.

On a beautiful Saturday morning, she backed her car out of the garage and we set off for a meeting spot in Greenbrae. As we pulled off the freeway, my eye caught a flash of a familiar profile in a nearby Chevron station. Surely, it couldn't be...?



*Here is a sight you don't see every day! Only 56 Ferrari 250 Short Wheelbase California Spyders were ever built. We were fortunate enough to see one sequestered in Larry Carter's collection, but to see another one on the road, being driven like a regular car, is a once-in-a-lifetime experience. SS Jaguars (as seen behind the Ferrari) aren't exactly commonplace either!*



*Matt's Pantera enjoys pride of place alongside a row of delightful Alfa Romeos from the 1950s and 1960s*

Yes. Shortly after we pulled into the parking lot, we were followed by a 1961 Ferrari 250 Short Wheelbase California Spyder, of the type aped by a kit car in the movie *Ferris Bueller's Day Off*. I was amazed to see it on the road, out among the public. For those who aren't aware, only a relative handful of these things were ever made, and they typically trade for somewhere between \$10 and \$20 million dollars!

They parked a respectful distance away from the masses

of Alfa Romeos and other cars, and soon a pre-war SS Jaguar 3 1/2 Litre drophead coupe took up a position alongside.

Matt Kelleher soon pulled in behind the wheel of his yellow Pantera, whose Sheel sports seats still weren't agreeing with his physique. He was thoughtful enough to bring a navigator

who would soon took over driving duties, squiring Matt about like the proper gentleman that he is!

Former PCNC member (and former owner of the Pantera now owned by Jay Leno) Scott Pinsky was running around and handing waivers to people. The event organizer had bailed at the last minute and left Scott to run the

event in his place!

Maps were handed out, showing a proposed route, but there was no formal leader of the pack. Instead, people simply started up their cars and drove off in small groups, which is probably just as well.

After a few miles of freeway driving, we turned off onto beautiful two-



*Nestled among the various Alfa Romeos was this Datsun 240Z. But this was no ordinary 240Z. This is a 240ZG, a Japan-only variant with a longer nose, big flares and wider wheels, designed to homologate the 240Z for Group 4 racing competition. Only a handful of these cars can be found in the USA.*



*The Panteras of Lori Drew and Matt Kelleher proudly upheld the honor of the marque. Both cars ran flawlessly, made terrific noises, and made it clear that they could easily blow away the vast majority of the other cars on the rally!*

lane roads, which were little-trafficked (apart from a few annoying bicyclists). Lori was gunning her Pantera while I was enjoying the view, and admiring Scott's beautiful Alfa Romeo Duetto Spyder following behind us.

We eventually arrived at the small town of Tomales that had been designated as a coffee and bathroom stop, and the group quickly took over the whole town. We wandered around, chatting with other participants, including several who had once owned Panteras and belonged to PCNC decades ago!

Some additional cars had joined the group, including a new Bugatti Chiron that the owner reportedly uses as his daily driver! Funky Fiats, oddball Lancias, and a host of other Italian cars could be found parked cheek by jowl from one end of the town to the other.

Although the proposed routing had an additional driving loop to the north, we were a bit short of time, and Scott had graciously invited us to join his party for lunch at a nearby restaurant, so we abandoned the map and headed a few miles south and pulled into Nick's Cove, in the town of Marshall, right up against Tomales Bay. We enjoyed a



*Lori leading a Porsche 911 as they exit the freeway*

terrific lunch and got to meet some great people, and then set off on our own to make our way home. We found a rather bumpy, narrow and thoroughly abandoned two-lane road and ran the Pantera pretty hard.

Eventually we found ourselves in front of a local driving a totally nondescript Japanese car as though he had stolen it. Figuring discretion was the better part of valor, we allowed him to

pass and then gave chase. It was remarkable to see how fast he was moving alone. Obviously he had great local knowledge which allowed him to fling himself through blind corners and across blind brows with abandon. We chose to be a bit more discreet, making up for his bravery with pure horsepower. He maintained a rather constant, and very elevated pace, while we slowed for corners and then reeled him

in on the straights, hitting triple digits several times in the process.

Great fun!

We were having so much fun that we decided to just keep on driving, right past our house, and continued for another hour and a half way up into the Sierras to visit some family. After dark I was nominated to drive us home, and we got home a bit before midnight, having put over 400 miles on Lori's Pantera.

All in all, it was a thoroughly wonderful day, and served to motivate us even further to stage a similar tour for PCNC this fall. Stay tuned for details in an upcoming newsletter!



*1967 Ferrari 330GTC in repose alongside a fisherman's shack at Tomales Bay*

## 60 YEARS OF DETOMASO

Come celebrate DeTomaso Automobili's 60<sup>th</sup> Anniversary with  
PCNC at the  
Tony Harvey GOOD TIMES DINNER  
FRIDAY, AUGUST 16, 2019  
On The Terrace at Los Laureles Lodge, 313 West Carmel Valley  
Rd, Carmel Valley, CA

6:30 no-host Happy Hour

7:30 Dinner

*Salinas Valley Tossed Greens*

*Corn Bread and Butter*

*Grilled Salmon*

*BBQ Ribs*

*BBQ Chicken*

*Roasted Potatoes*

*Apple Cobbler with Whipped Cream*

*Sliced Fresh Fruit*

The Terrace will be surrounded by DeTomasos for your judging  
Some of the most knowledgeable people in the DeTomaso world  
will be on hand

\$60 per person with advance reservations; or \$75 at the door

**Free commemorative T-shirt for each attendee**

- Reservation: > Please write a check to PCNC for \$60 per person  
> **Include T-shirt size for each attendee**  
> MAIL to

PCNC Dinner  
c/o Steve Dalcino  
3374 Prairie Dr.  
Pleasanton, CA 9458

Questions: 925-640-1081





Photos courtesy of Ron Kimball Studios

Best of Show 2018

# VEHICLE REGISTRATION

## THE CONCOURS d'ELEGANCE WEEKEND

Friday, September 27, 2019  
*Ironstone Vintage Back Roads Tour*  
*Cars & Stars Dinner*

— & —

Saturday, September 28, 2019  
*Concours d'Elegance*  
*Patron's Tent and Luncheon*

Our 23<sup>rd</sup> Year



IRONSTONE  
CONCOURS d'ELEGANCE

SEPTEMBER 28, 2019



# RULES OF ENTRY

ENTRY DEADLINE IS AUGUST 30, 2019

## Our judging format will be as follows:

Rather than awarding first, second and third place prizes in each class, our judges will be asked to designate a percentage of the cars in each class to receive a ribbon indicating an "Award of Merit." From that group, judges will designate one vehicle as "Best of Class."

As has been our custom, in addition to the usual overall awards and several new awards, "Best of Class" vehicles will parade across the stage to receive their award. This creates a fun, relaxing and elegant event...more reminiscent of the French Concours d'Elegance of the 1930s, where each car was judged on its overall elegance and style rather than on its minutely detailed physical perfection.

Remember, ONLY STOCK, NON-MODIFIED VEHICLES ARE ACCEPTED AT IRONSTONE CONCOURS D'ELEGANCE. We also love original, unrestored and well-maintained vehicles. All participants are invited to purchase tickets to attend the Cars and Stars Dinner on Friday night and the Gala Luncheon in the Patron's Tent on the field on Saturday. These wonderful events are important in our efforts to raise funds for the charities we support.

## Car Placement:

The show field will be available for vehicle placement from 11 am to 4:00 pm on **Friday, September 27**. If convenient, bring your vehicle in on Friday to avoid the Saturday morning crunch! **Gates open Saturday morning at 6:30 am and we ask that all show vehicles be in place by 9:00 am.**

## Notes:

- **Any vehicle that won a "Best of Class" in 2018 will not be eligible for judging in 2019. However, it is welcome for display only and can be eligible for judging in future years.**
- Ironstone Concours d'Elegance reserves the right to combine and divide classes based on the entry mix. Due to space constraints, some classes may be limited in the number of vehicles accepted.
- Individual marque classes may be broken out depending on entry numbers.
- **Ironstone Concours d'Elegance prefers vehicles and motorcycles in their original or restored-to-original condition.**

Entrants are encouraged to drive their cars to Concours. Each entered vehicle will be judged in its category by standards emphasizing the elegance and integrity of the vehicle's design as deemed appropriate for its era and type. Undercarriages, engine compartments, trunks and personal areas will not be judged. Judges will take no notice of normal vehicle wear and usage.

The entry committee must approve all applications and reserves the right to reject any vehicles that do not meet Concours standards. Vehicles must be driven through the check point onto the Concours field. A special trailer unloading and parking area will be available. Entrants are expected to have a fire extinguisher with their vehicles for safety purposes.

This prestigious event is expected to be the best one to date, thanks to your participation and support! Get ready to show off your prized automobiles and get into the spirit of Concours d'Elegance, where guests and registrants are invited to come donning fancy vintage hats to suit the classic car theme. We look forward to seeing your beautiful cars among stunning grounds of Ironstone Vineyards!



## ENTRY FEES

Entry fees are non-refundable. For one vehicle, the fee is \$75.

Paid entries entitle the owner(s) to general admission for two adults, coffee and donuts for two in the morning, and two tickets for the buffet lunch in the Music Room.

Additional general admission entry tickets may be purchased in advance or at the door for \$25 per adult.

## ENTRY FORM

Please submit one or more good, clear, recent photographs of your vehicle with your entry form, or email digital images to: [cmbock@sbcglobal.net](mailto:cmbock@sbcglobal.net). Be sure to include your name and address with each photo.

All entered vehicles must be in their assigned show spaces no later than 9:00 am on Saturday, September 28, and must remain on the event grounds until 4:00 pm. Owners are encouraged to park their vehicles in their assigned spots on Friday to avoid the Saturday morning rush. Security guards will be in place beginning Friday at noon.

For additional entry information, please contact Chris Bock at (530) 477-8233 or [cmbock@sbcglobal.net](mailto:cmbock@sbcglobal.net).

For judging information, please contact Jim Sinclair at (520) 919-6391.





**CONCOURS d'ELEGANCE  
WEEKEND**

**FRIDAY, SEPTEMBER 27, 2019**

***Ironstone Vintage Back Roads Tour***

10:00 am Tour Through Murphys  
12:15 pm Lunch on New Melones Lake  
Tour Through Murphys,  
Lunch and Boat Ride

***Cars & Stars Dinner***

6:00 pm in the  
Amphitheatre at Ironstone Vineyards  
Wine Tasting, Dinner Under the Stars  
and Silent/Live Auctions

**SATURDAY, SEPTEMBER 28, 2019**

***Concours d'Elegance***

9:00 am – 4:00 pm  
More Than 300 Beautiful Antique  
and Classic Automobiles

***Patron's Pavilion and Luncheon***

9:00 am – 4:00 pm  
Wine Tasting and Lunch on the Field

***Buffet Luncheon in Music Room***

12:00 – 1:30 pm

***Awards Ceremony***

3:00 – 4:00 pm

ironstoneconcours.org

**2019 CLASS LIST**

- A Antique, thru 1915
- B Vintage, 1916-1942
- C American & European Classic Open
- D American & European Classic Closed
- E Pierce-Arrow
- F Packard
- G Hudson
- H Bentley 100th Anniversary
- I Vintage Race Cars
- II Race Cars Pre 1920
- J AMX Vehicles
- K Unrestored, pre WWII
- L Unrestored, post WWII
- M Mini & Micro Cars
- N American, 1946-1954
- O American, 1955-1961
- O1 Chevrolet, 1955-1957
- P American, 1962-1973
- Q American Muscle Cars, thru 1973
- Q1 Chevrolet Corvette, thru 1973
- R European & British Sports Cars, thru 1973
- R1 Mercedes-Benz, thru 1973
- S Ford Model A
- T Ford Thunderbird
- U Vintage Commercial
- V Vintage Motorcycles
- W Vintage Trailers
- X DeTomaso
- Y Amphicar
- Z Engines & Farm Equipment Display

Ironstone Concours d'Elegance supports the display of 1973 AND EARLIER vintage automobiles and motorcycles in their original or restored-to-original condition.

For guest and entrant's safety, cars MAY NOT LEAVE THE SHOW until Best of Show award has been presented. Exit gates and traffic control will not be in place until show has concluded or 4PM, whichever is earlier.

**Note for Class Size Limits:**

Due to unexpected (but much appreciated) entry volume it may be necessary to limit the entry count in some classes to 15 cars and in such cases the 'first come first served' rule will apply, so please send in your entry promptly. We make every effort to divide classes based on entry mix received in order to properly display entries, however there is a finite limit to the space on the Ironstone grounds which dictates that we keep the total entry count below 325 cars.

IRONSTONE CONCOURS d'ELEGANCE  
**2019 VEHICLE ENTRY FORM**

*Entry Deadline is August 30, 2019*

Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_

Your Name \_\_\_\_\_ *(How you'd like your name to appear in program)*

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Cell \_\_\_\_\_ Fax \_\_\_\_\_ Email \_\_\_\_\_

**VEHICLE INFORMATION**

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Cyl \_\_\_\_\_ Body Style \_\_\_\_\_ Color/Trim \_\_\_\_\_

Coachbuilder (if custom) \_\_\_\_\_ Class Requested \_\_\_\_\_

Comments/History: \_\_\_\_\_

Is this vehicle to be judged? Yes No      Are you bringing a trailer? Yes No

My photo is enclosed.       I will email a digital photo image to: **cmbock@sbcglobal.net**

**ORDER FORM**

Vehicle Entry \_\_\_\_\_ 1 vehicle @ \$75 = \$ \_\_\_\_\_  
(includes 2 admission & 2 buffet lunch)

Friday, Ironstone Vintage Back Roads Tour \_\_\_\_\_ vehicle(s) @ \$75 = \$ \_\_\_\_\_  
(2 guests)

Friday, Cars & Stars Dinner \_\_\_\_\_ guests @ \$75 = \$ \_\_\_\_\_

Saturday, Patron's Pavilion on the Field \_\_\_\_\_ guests @ \$125 = \$ \_\_\_\_\_  
*includes lunch on the field*

Additional Admission Tickets \_\_\_\_\_ tickets @ \$25 = \$ \_\_\_\_\_

Additional Buffet Tickets \_\_\_\_\_ tickets @ \$30 = \$ \_\_\_\_\_

**Yes, I would also like to support student programs!** \$ \_\_\_\_\_

*Please, consider an additional donation to support students by sending them to summer camp and other educational programs: each ag program is \$150.00. We would appreciate any donation amount that you would like to make.*

**Total enclosed \$ \_\_\_\_\_**

**Make checks payable to:**  
Ironstone Concours  
Foundation

**Mail form to:**  
2972 W. Swain Road, #228  
Stockton, CA 95219

**Email or call:**  
cmbock@sbcglobal.net  
(530) 477-8233

**By signing below I agree to stay until the Best of Show Award has been presented and I understand that traffic control will be in place following the conclusion of the event for guest and entrant safety.**

**Release of Liability**

*Entrants and participants by execution of the entry form release and discharge the Ironstone Foundation and anyone else connected with the management of the car show from any and all known and unknown injuries, losses, judgements, and/or claims from any causes whatsoever that may be suffered by a participant to his/her property or person.*

\_\_\_\_\_  
Signature of vehicle owner or representative

\_\_\_\_\_  
Date



# On Behalf of the American Heart Association Kaiser Permanente Presents *Heart Wheels Car Show*



**WHEN:** September 28, 2019

**TIME :** 10:00am – 2:00pm

**WHERE:** Kaiser Permanente, 250 Hospital Parkway San Jose CA 95119

**WHAT:** \* Car Show \* Vendors \* Farmers Market \* Music \* Awards \*

*Fundraising to support cardiovascular research and educational programs for the Bay Area.*



\*Free admission for the spectators

Online registration:

[www.heart.org/kpcarshow](http://www.heart.org/kpcarshow)

**VENDORS \$60.00**

**CARS \$30.00**

*\*instruction will be provided after the registration*

Day of the Event Registration:

**VENDORS \$75.00**

**CARS \$40.00**

**Vehicle must be checked in and parked by 0930!**

For inquiries:

**Tom Jones – 408.460.2421**

**Car Mata – 408.960.5467**





Lori Drew  
136 Lighthouse Way  
Vacaville, CA 95688



## NEXT CLUB MEETING

**THURSDAY, July 25th, 2018  
7:30 P.M.**

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

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## UPCOMING CLUB EVENTS

August 15-18 — — — — Monterey Car Week At Los Laureles Lodge (Steve Dalcino)

September 27-29 — — — — — — — — — — Ironstone Concours Weekend (Bud Millard)

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