



# news

A Chapter of POCA

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

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**PRESIDENT**

Mark Bailey  
(  
MarkPantera73@gmail.com

**VICE PRESIDENT**

John Tomlin  
(408) 221-3926  
JohnLTomlin@aol.com

**SECRETARY**

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

**TREASURER**

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

**CLUB STORE**

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

**LIBRARIAN**

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

**MEMBERSHIP  
COORDINATOR**

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

**EVENTS  
COORDINATOR**

Garth Rodericks  
(408) 677-8944  
Garth.Rodericks@gmail.com

**MOTORSPORTS  
COORDINATOR**

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

**RAFFLE CHAIRMAN**

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

**WEBMASTER**

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

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## Minutes of Meeting 21 November, 2019

The meeting was called to order at an alternate location, Giovanni's Pizzeria, at 7:35 p.m. Perhaps due to the alternate location, or perhaps due to the promise of free pizza, turnout was greater than normal, with 31 members present (although no Panteras in the parking lot). All officers were present except for Larry Finch, Irene Smith, Bob Benson and Denny Morse.

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

**Changes to Last Month's Minutes:** Mark Bailey's old work phone number was listed on the masthead instead of his current cell phone number. Also, he was the winner of the driving for dinner raffle.

After the meeting, it was very diplomatically pointed out that the November issue contained an

article on the Mini-Nats car show, written by Mike Drew with photos credited to him as well. However, in the October issue there was a different article on the same show, with the *same* photos, with writing and photo credits to Ron Southern! Either nobody else noticed that there were two articles on the same event in successive newsletters, or they were too polite to point it out, but that's the sort of thing that definitely deserves to be pointed out!

**Club Store Report:** There was no formal report this month, although it was announced that the store would be present at the Christmas party for those last-minute shoppers.

**Club Treasury Report:** There was minimal activity this month, apart from our monthly Google website fees, and a few new namebadges. In lieu of soliciting contributions from various vendors, this year we will be instead tapping the treasury to buy prizes for the Christmas party raffle.

**Club Membership Report:** Lori had no new members to report, but said she is looking forward to training Brent in the duties of the job, as he will be taking over as club Membership Coordinator for 2020.

**Club Motorsports Report:** After decades of managing Laguna Seca, the non-profit SCRAMP (Sports Car Racing Association of the Monterey Peninsula) was unceremoniously booted from the job by the Monterey County board of supervisors, with a new management firm A&D Nariga Consulting named to take over administration of the facility. This came as a stunning surprise to the SCRAMP people, along with virtually everyone who patronizes the facility. It will be interesting to see what changes result from this dramatic shakeup.

**Club Library Report:** There was no new information this month.

**Club Website Report:** A new website is underway. The basic structure has been built, and the for-hire webmaster is loading content. There may be a beta version of the website available for viewing by the end of January.

**Past Events:** There were no events since the last meeting.

### **Upcoming Events:**

**PCNC Super Bowl Party — 2 February:** The venue for the annual Super Bowl party was up in the air at the time of the meeting. Mark and Linda Bailey would like to host it once more, but at the time it was possible they would be going on a trip to celebrate a friend's final flight as a pilot for American Airlines. (They subsequently made the decision to forgo the trip, and will be hosting the party once again. See the flyer elsewhere in this newsletter).

**PCNC Elections:** As there was only one candidate for each of the club officer positions for 2020, rather than going through the motions of holding an election, in accordance with our by-laws the proposed slate of candidates was voted into office by acclamation (vote of all those present). All current officers will be returning to their jobs except for Lori Drew, who has stepped down after five years as Membership Coordinator. Brent Stewart will be taking on those duties starting in January.

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

**Mustang Mach 1 Parts:** Mark Bailey continues to build his Coyote-engined monster Mach 1, which leaves loads of original parts surplus to the cause. If you need anything, let him know.

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

**Welch Pantera Sold:** After several months and advertising on Ebay, Randy and Linda sold their Pantera to an enthusiast in Ontario, Canada, who has several Ferraris and has owned a Pantera in the past. They are folding up their lives in California as they make ready to move permanently to the Big Island of Hawaii.

**Something Different:** Greg Taylor spotted a 1975 Lamborghini Urraco P250 for sale in Hemmings, with no photos, and an unusually low asking price. The Urraco was intended to be an entry-level Lamborghini, designed to compete with the likes of the Porsche 911, and like the Porsche, it features four seats for taxation purposes (the rear seats are useless). It's powered by a jewel of a 2.5-liter V-8 engine, which is basically a smaller version of the vaunted 4-liter V-12 found in the Miura, Espada etc. (Later versions had 3-liter engines, and a handful of cars were built for the Italian market with 2-liter engines).

Over the months the price kept dropping, and then it disappeared. The car happened to be located in Modesto, so he called up Bud Millard and they decided to go look at it.

On the way there, they got to talking and discovered that neither one of them actually planned to buy it, so then they wondered why they were even bothering to drive out to look at it?



A few miles later, an agreement was reached whereby they would go halves on it, fix it up, play with it for awhile and then sell it within 18 months or so.

The car was missing its original wheels, which dramatically affects its value, and as a result they were able to reach a very reasonable deal with the seller, who had a very large collection and just wanted to see this particular car go away. They subsequently found a set of four original wheels for sale in Los Angeles, and a fifth wheel (for the spare), new in the box in a garage in the forests of Denmark! The Danish Pantera community stepped in to facilitate that purchase.

Although the car runs, it needs a bunch of work as a result of sitting for years (clutch and brake hydraulics, electric windows, etc.) and they are hard at work getting it roadworthy for the spring. The windows in particular are fiendishly complicated, using an extremely complex routing of an endless cable to raise and lower them, and it will be a big job indeed to sort them out!

**Mechanical Buffoonery:** Mike told the story of the 427 side-oiler engine in his Cobra replica, which broke in 2011 and has been sitting ever since. He initially suspected a rocker arm or pushrod problem, but his initial inspections revealed nothing amiss, which then led him to conclude that the problem was far more serious and required the engine to come out. The car sat until last month, when with the help of a visiting Pantera buddy from Paris, the engine was removed. Once it was on an engine stand, it became patently obvious that the problem was a simple broken rocker arm! What's more, due to previous failures he had a spare rocker arm and pushrod in the trunk, meaning he could have fixed the engine in an hour or so, eight years ago!

Now that the engine is out of the car, he will take advantage of the opportunity to fit new gaskets, hoses, fuel lines etc.

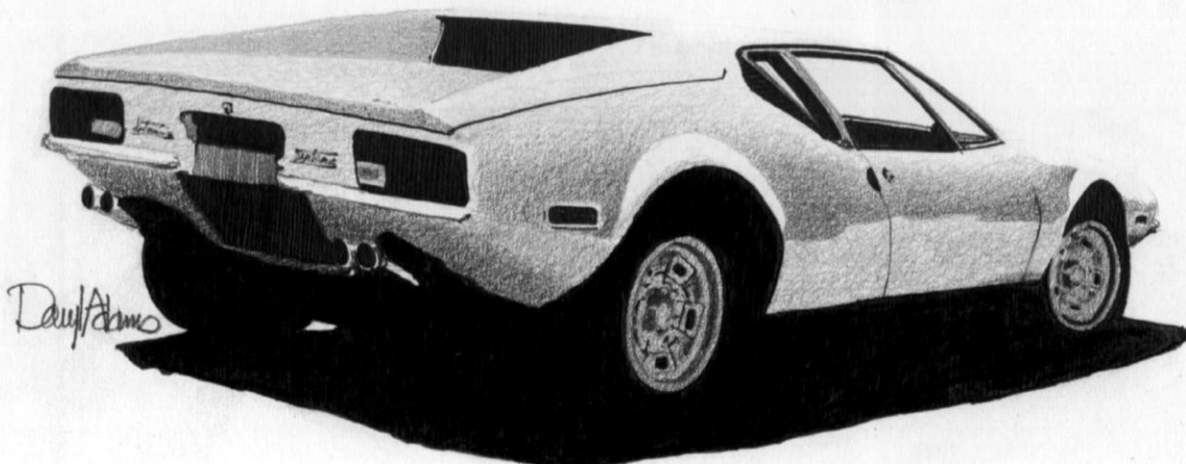
**More Mechanical Buffoonery:** Mark Bailey's A/C system conked out due to a bad hose. He identified that hose and had it replaced, and the entire system recharged at great expense. On the first hot day, a different 40-year-old hose burst so now he gets to do it all over again. This time he will replace *all* the hoses though!

**Driving For Dinner Raffle:** Due to a variety of factors, there were no Panteras present this month.

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

LED work light — Liz Valdez  
Pair of jackstands — Lou Brizzolara  
Craftsman 1/4 inch metric ratchet set — Steve Liebenow  
Craftsman 1/4 inch standard ratchet set — Steve Liebenow  
Pantera T-shirt — Ron Southern  
Magnetic parts tray — Lori Drew  
Craftsman drill driver 50-piece set — Steve Dalcino  
Craftsman wrench sets — Ken Bredlau, Greg Taylor  
12v USB charger — Dennis Valdez  
De Tomaso grille shield — Walt Miranda  
Screwdriver set — Lou Brizzolara

The meeting adjourned later than normal due to the extensive socialization going on (exact time not noted).





# Membership News

## New Members for December:

We have no new members for either of these months.

## December Membership Anniversaries:

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

**Peter and Christima Kovacs:** 16 years

**Trevor Fougere:** 13 years

**William and Robert Asbury:** 8 years

**Ed and Paula Dossen:** 4 years

**Hans Shulz:** 2 years

**Marcus and Irene Smith:** 14 years

**Dennis Sellen:** 10 years

**Greg and Michael Hiebert:** 7 years

**Garry and Shirley O'Roark:** 2 years

**Erik Kolstoe and Jennifer Sloan:** 1 year



# Monterey Weekend 2019

Story by Mike Drew

Photos by Mike Drew, Lee Scales, and Randy Welch

I have been attending the giant automotive love-in that is the Monterey Weekend every year since 1991 or so, and so it would be easy to think I would pretty much take it for granted by now. However, a sudden emergency surgery on the eve of last year's event meant that I missed it for the first time, which made me acutely aware of how important it is to me.

Thus it was with a certain sense of relief that I was able to get my schedule cleared, and avoid people with scrubs and nasty-looking knives, and once again make the pilgrimage to Monterey, joined as always by Lori, who is always game for this sort of thing.

Work commitments prevented us from going down as early as we would have liked, and therefore we didn't make it down to the peninsula until Wednesday night. As there were no other club members around, we enjoyed a delicious dinner at the Los Laureles Lodge (although a vicious and concerted attack by a swarm of yellowjackets meant we had to beat a hasty retreat from the outdoors and finish inside the bar, which itself was no bad thing).

Thursday morning, we set off for...the side of the road. Each year,



*A handful of Lamborghini 400GT coupes were later converted to spyders—and one was simply parked in front of the Embassy Suites hotel. Only in Monterey!*

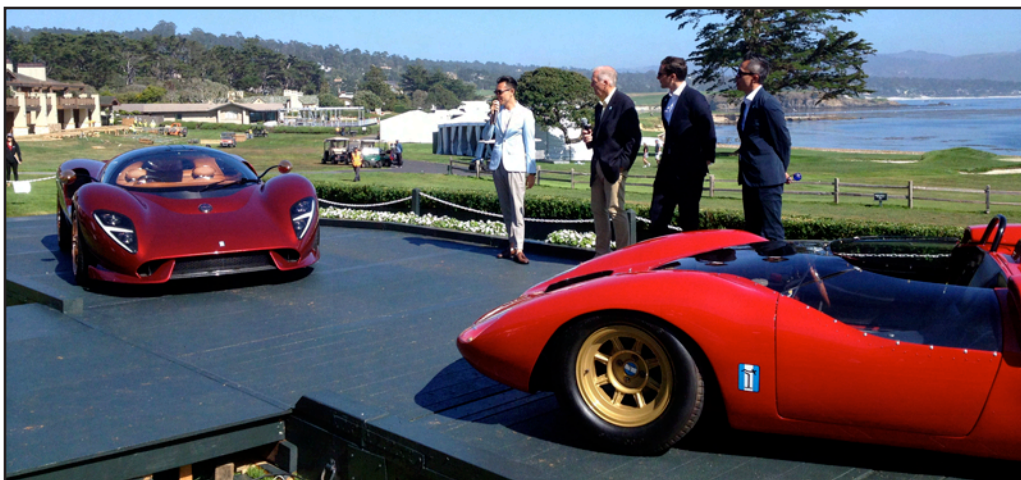
as part of the Pebble Beach Concours, a good percentage of the participants elect to take part in the Pebble Beach tour, whereby they fire up their precious motorcars and take them on a scenic drive of some 80 miles or so. This year the route was slightly changed, and so we had to find a new viewing location. We found what appeared to be a decent spot and set ourselves down, and admired as some of the cars went past. It's difficult to know when the last car has come by, since they tend to travel

in batches, so after awhile we continued in to downtown Carmel and parked up, only to discover that many cars weren't yet there. So while admiring some of them, others came streaming in.

Once the street was filled with cars, throngs of people swarmed them, and honestly it was sometimes difficult to get a good look without waiting for a gap in the crowd. But while walking around, we found ourselves continually bumping into various friends and acquaintances, some of whom we haven't seen for many years.

After a bite to eat, we positioned ourselves strategically to be able to watch each of the cars go by on their way back to Pebble Beach. Unlike in previous years, this year we chose to follow them, because there was a special event planned there.

The new De Tomaso company wisely chose the Pebble Beach lawn to host their North American debut of their new



*Jowen Wong, the young designer of the De Tomaso P72, stands alongside Pete Brock, the legendary designer of the Shelby/De Tomaso 70P prototype during the Pebble Beach introduction of the new car. He had never been to the USA or seen many exotic cars before this trip!*



P72, a retro-modern supercar which purports to draw inspiration from the Pete Brock-designed Shelby/De Tomaso 70P sports racer (but which, if I'm honest, seems like it's more closely related to the 1967 Ferrari P4, or the one-off 2006 Ferrari P4/5 by Pininfarina). The car was revealed for the first time at Goodwood in England, but hadn't yet been seen in the USA.

Having received an invitation to attend, we figured it would be fun and interesting, and it proved to be so. (Look for an in-depth article in next month's newsletter).

Fortunately the event didn't run over-long, and it enabled us to travel up the valley to Baja Cantina, where we took in all the various cars that are constantly coming and going, and once again bumped into numerous friends.



*The parking lot at the Baja Cantina always has a little bit of everything, and this year was no exception*

We decided to forgo the huge Mexican feast inside and instead supported the Boy Scouts who were serving burgers

in the parking lot.

Friday, people were faced with two choices—head to the race track, or forgo the crowds and instead take a scenic drive down Hwy 1. A surprisingly large number of Panteras elected to do the latter, and they enjoyed a really nice cruise, not to mention a great lunch.

We chose to head to the track, and we were not disappointed. The race groups are divided up, with half the cars racing on Saturday and the other half on Sunday, but all the cars practice on the Friday, so it's the only day where it's possible to see everything running. Furthermore, the crowds are much lighter so it's easier to move around, and see what you're wanting to see.

This year the featured marque wasn't a marque at all, but rather a tribute to the cars of IMSA, in recognition of the sanctioning body's 50<sup>th</sup> anniversary.



*IMSA was always important to Toyota, and they fielded a large number of Toyota prototypes and Lexus sports cars over the years*



*IMSA legend Tommy Kendall later bought the Mazda RX-7 he used to win his first championship, and raced at Laguna Seca this weekend*



*The Audi R8 LMP won Le Mans in 2000, 2001, 2002, 2004, and 2005, and amazingly, Tom Kristensen was behind the wheel every single time!*



Besides all the various IMSA cars on track, there was also a fantastic display showing the history of the sanctioning body, with cars representing every era on display. Multiple Trans-Am and IMSA champion Tommy Kendall raced his Malibu Grand Prix GTU-class Mazda RX-7, a car he owns and cherishes. He drove it in his first season and won the championship. Also roaming around was Le Mans legend Tom Kristensen, who had a number of victories in the all-conquering Audi R8, one of which was in the IMSA tent.

Various manufacturers take over the garages along the front straight, to show off their wares. GM used the opportunity to give most people their first look at the new mid-engined Corvette, although they chose a curiously unattractive shade of brown for the car, which did it no favors at all. It appears that after 45 years, GM has *finally* followed Ford's lead in developing a mid-engined sports car powered by an American pushrod V-8. Naturally 45 years of technological advances have resulted in what is by all accounts a terrific car, but a glance at the general layout and the specifications reveals that



*It's taken GM 45 years to develop a car to compete against the rest of the exotic sports car makers by using the Pantera engineering design ethos, and by all accounts the new Corvette is simply a terrific car. What remains to be seen is if the advantages of its mid-engine design can overcome the various shortcomings that come with its packaging constraints, compared to the front-engined Corvettes. The new car is perhaps slightly superior on the track, while the old one is arguably a better road and touring car*

it isn't too far removed from the Pantera, particularly in its most basic form. By comparison, it is distinctly lacking in luggage space, and the styling is a rather

close call. Performance will likely be far better, but maintainability is likely to be a nightmare compared to the complete simplicity of the Pantera.



*One of the oldest cars racing was this gigantic 1911 FIAT S74, a 14-liter behemoth which had 75 horsepower and a million ft/lbs of torque*

It will be interesting to see how sales compare with the front-engined predecessor once the initial rush is over. The Corvette owner demographic borders on the Jurassic, and I did overhear one fellow telling his friend that he wouldn't be trading in his current Corvette because the new car offers no space for him to store his wife's walker!

At the conclusion of the track activities, we hopped over the hill to the Los Laureles Lodge, where Steve Dalcino had once again arranged for a terrific outdoor dinner. He was ably assisted by Linda Welch who managed the decorations, Sue Choate who worked the registration table, and Dennis and Liz Valdez



who took care of the music. The weather was terrific, and the company even better. Following the dinner, most people migrated up to the hospitality suite, where Merry Dalcino had arranged for snacks and refreshments for everyone. Naturally, the stories continued well into the evening.

The next day was Concorso Italiano. There was considerable debate when the organizers made the decision to move the show from its traditional Friday date to Saturday, but the first few years saw indications that it was a good decision, as attendance seemed to be up. However this year, it was apparent that the overall numbers of both participants and spectators were down noticeably. The show was still terrific, of course, but in terms of sheer volume of entries it was lighter than in previous years.



*The 1999 Panoz LMP-1 Roadster-S was a highly unusual Le Mans prototype, in that it utilized a front-mid-engine design instead of the conventional rear-mid-engine layout. It utilized a 6.0L Ford V-8, which was largely designed and built by POCA member John Christian during his long tenure at Roush Racing. Fans agreed that it was the best-sounding car at Le Mans that year, but it wasn't quite competitive, and the two cars entered at Le Mans in 1999 finished in 7th and 11th places, behind BMW, Audi and Toyota. However they returned to the US and managed to beat BMW to win the American Le Mans Series championship by two points*



*A surprisingly large group of Pantera folks skipped Laguna Seca and went for a drive instead*



*A bunch of Panteras (joined by an Alfa Romeo Montreal) headed south on Hwy 1, taking in the beautiful scenic vistas of Big Sur. Conditions could not possibly have been better for a drive like this!*





***Dennis and Liz Valdez supporting the dinner's western theme***

That didn't stop anybody from having a terrific time of course, and there were still many, many spectacular cars on display. One could easily make the case that nobody needs to see a hundred



***Almost 75 people gathered for a delicious dinner on Friday evening, catered by the Los Laureles Lodge restaurant, one of the best-rated restaurants in Carmel Valley***

Ferrari 308s anyway!

George Pence once again was the head honcho for the De Tomaso contingent, and as ever, he did a terrific job of taking care of everyone, providing

refreshments as well as trophies for the De Tomaso class. Speaking of which, quite a few PCNC members went home with trophies in their trunks, evidence of the high level of preparation that many of our cars enjoy.



***Panteras in every color of the rainbow surrounded the dinner patio***

Arguably the finest car in the De Tomaso corral was a 1969 Mangusta, 8MA1264. This is one of five Mangustas owned by a single enthusiast, who has chosen a restoration shop in Wisconsin to go through them and make each one absolutely perfect. Another of his cars won the Best De Tomaso trophy for 2017, and most agreed his should have won



***Denny and Bonita Morse made the long trek from Minden, Nevada to join in the Monterey festivities. As important as the cars are, it's the people that make Monterey special***



***POCA member Gray Gregory from Houston was racing a 1970 Chevron all weekend, but drove his multi-million-dollar 1961 Ferrari 250SWB as his get-around-town car!***





*The Concorso Italiano participants enjoyed absolutely perfect weather conditions as the fog stayed offshore*



*A replica '57 Ferrari Testarossa (created from a rebodied 330 GT 2+2) next to a replica of a Ferrari P4. Both were extremely well-executed*



*This first-generation Lamborghini Countach LP400 is one of just 158 made between 1974 and 1977. It is owned by celebrity businessman Robert Herjavec from Shark Tank*

again this year, but for some reason it was shut out of contention, which was disappointing, because each of the marque winners then competes for an overall best of show trophy. The Mangusta was certainly competitive, and deserving of such accolades, but the Pantera chosen instead, while certainly a very nice example of a 'driver' Pantera, was dramatically out-



*Although there is absolutely no Italian anything anywhere in the new De Tomaso P72, it made an appearance at Concorso Italiano, and briefly was displayed in the De Tomaso corral*



classed by the other marques and stood no chance of winning overall.

Still, a great time was had by all, and the event continues to be one of the greatest things happening on the Monterey peninsula, especially if you are interested in Italian cars.

There are innumerable events to hold one's attention in Monterey on a Saturday night, but we chose to forgo the downtown traffic and



*This late four-headlight Mangusta did win an award, but unquestionably was the finest De Tomaso present and should have been the Best of Marque winner*



*This very tidy, mostly original 1971 Pantera belonging to Greg Mitchell was awarded the Best of Marque for De Tomaso*



*PI Chairman George Pence and POCA president Gerry Romack*



*Among the trophy winners in the De Tomaso group were John Buckman, Dennis Valdez, Randy Welch, Tom Galli, Jerry Brubaker and Forest Goodhart*





*Lamborghini Miuras and De Tomaso Mangustas both have shapes which lend themselves to lurid green hues. This 1967 Miura was Best of Marque for Lamborghini*



*This remarkable 1952 OSCA MT4LM features a body designed by Giovanni Michelotti, and built by Vignale. It used an aluminum 1.3L DOHC four, producing 96 hp*

the madness of the auctions in favor of some low-key fun with Garth Rodericks. Each year Peter Kovacs parks his motor home at Garth's campsite right next to the entrance at Laguna Seca, and together they host a BBQ on Saturday night. The food and fellowship are both terrific, and it makes a great way to cap off a great day.

It's worth mentioning that a car purporting to be the original Shelby/De Tomaso 70P was run across the auction block at Bonham's auction, after being shown all around the peninsula in the company of the new De Tomaso P72. Despite high expectations, the car failed to meet



*Best of Marque for Ferrari, and overall Best in Show accolades went to this 1960 Ferrari 250 GT II Cabriolet, owned by Ron Corradini*



*The recreated Shelby/De Tomaso 70P prototype failed to sell at auction*

its high reserve and didn't sell. Only the rear body panels are original; the rest of car was built underneath it by Phillippe Olzyck in 2014 or thereabouts, so the estimate of \$2-3 million was fairly unrealistic. Still, it garnered a lot of publicity and certainly looked terrific!

On Sunday, many people from out of town choose to depart, missing out on some of the best that Monterey has to offer. We chose to forgo the Pebble Beach concours this year, in favor of returning to Laguna Seca to take in even more fantastic racing. The quality of the cars on track is unmatched, with entrants literally bringing cars from all over the country and all over the world





*The Porsche 962 is widely viewed as the ultimate IMSA race car*



*Gray Gregory behind the wheel of his 1970 Chevron B-16. Powered by a 2.0L Cosworth four-cylinder engine, it was originally owned by Steve McQueen's Solar Productions and raced in the 1970 Le Mans 24 Hours, then was featured extensively in the movie, where it doubled for the Ferraris for all the interior shots*

in order to take part.

After the last checkered flag, there is a tendency to rush for the exits, but why? So much better to wander around the paddock, watching the cars being loaded up, while the traffic dies down. We eventually tore ourselves away, and made our way home, glad that once again we were able to take advantage of the fact that arguably the finest collection of automotive events anywhere in the world can be found right in our own backyard!



*Porsche racer Patrick Long drove Gray's Chevron B26, which has a Hart 420R four-cylinder with 285 hp*



# Foot Ball, Foot Ball, Foot Ball

## Join us for the LIII (53<sup>rd</sup>) Superbowl

(Kick off time is still TBD but it is usually around 3:00)



Our gates will open at 1:00

Join us for wine tasting, beer drinking and great food and hopefully a good game!

Bring a dish!!

(The lift, tools and welders will be available)



City Lights Vineyard 10925 Prieta  
Court San Jose

Please RSVP to Mark and Linda  
Bailey so we have enough food @

[markpantera73@gmail.com](mailto:markpantera73@gmail.com)

or 669-333-2544





Lori Drew  
136 Lighthouse Way  
Vacaville, CA 95688



## NEXT CLUB MEETING

**THURSDAY, January 30th, 2019  
7:30 P.M.**

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

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## UPCOMING CLUB EVENTS

February 2 ————— PCNC Super Bowl Party (Mark and Linda Bailey)

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