



news

A Chapter of POCA

www.PanteraClubNorCal.com

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No Meeting Minutes...

Due to the fact that there was no monthly PCNC meeting in December, there are no minutes to report, and thus (hopefully!) no corrections that will have to be made in next month's newsletter!

The club's first event will be the the annual Super Bowl party and tech session, at Mark and Linda Bailey's house. Look for the event flyer elsewhere in this newsletter.

Here's looking to a great 2020!

Membership News

New Members for January:

We have no new members this month.

January Membership Anniversaries:

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

Phillip Miller, M.D.: 27 years

Steve and Linda Liebenow: 23 years

Chris McAllister and John Dilena: 16 years

Greg Taylor and Diane Silven: 13 years

Chuck and Lorie Banks: 12 years

Wolfgang Geisler and Gabi Dietrich: 7 years

Steven Airola: 6 years

Ernie and Jeanne Gabiati: 5 years

Barry and Kimberlee Muller: 24 years

Joel and Sheryl Montero: 17 years

Jay Leone: 15 years

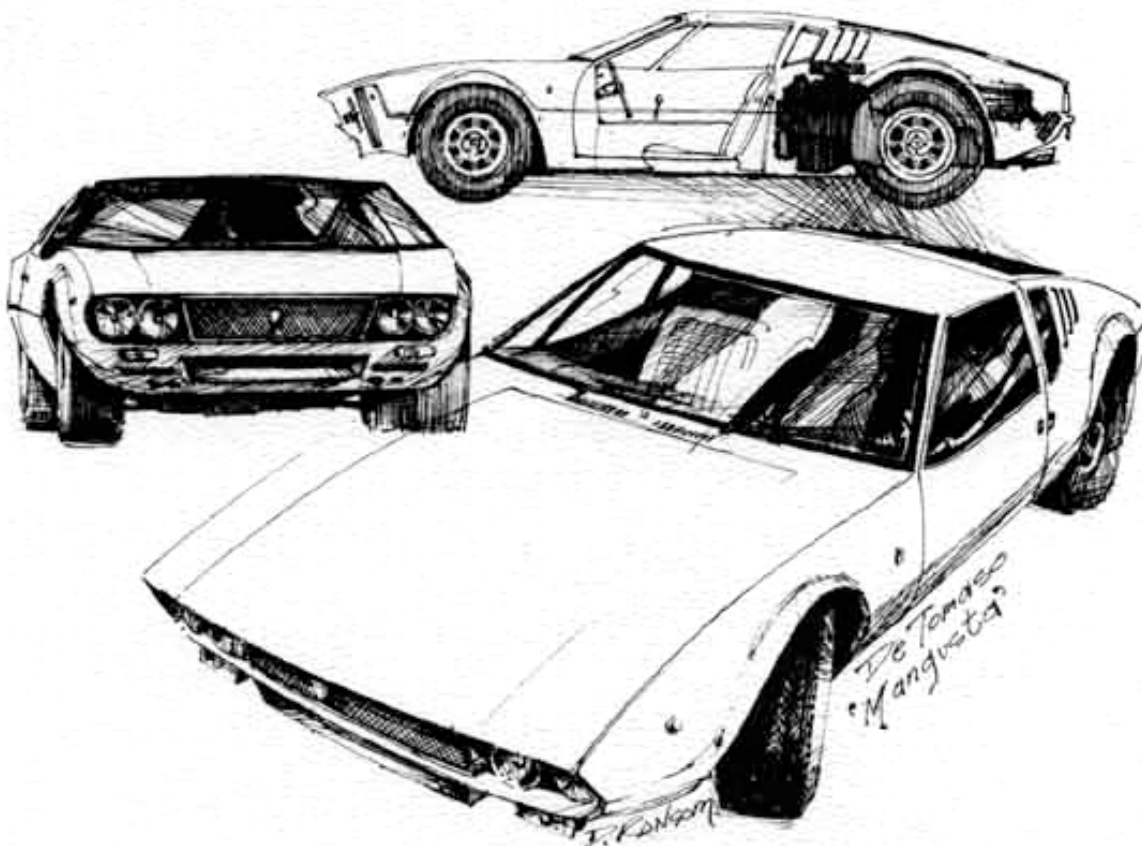
Richard and Beverly Traxler: 13 years

Ron Southern: 8 years

Byron Paul Tomingas: 7 years

Bill and Montse Hohnhorst: 7 years

Thomas Bahrck and Arthi Maghrajh: 2 years



Stockton Yacht Club Car and Boat Show

Story and Photos by Randy Welch

Well after seven years, this show is to be my last one before moving to Hawaii. We had such a great show last year that I was dreading trying to top that show. Much to my surprise, this show was a great one also! It started out better by moving the show date from June when it was 104 degrees last year to this September when we were blessed with a cool 88 degrees.

A big part of the show is getting folks from the Pantera Club of Northern California to make the trek over from the bay and out of the local mountains and valleys. This year we had 11 Panteras



Once again, PCNC was overrepresented at the show with a total of 11 Panteras on display

rumble in, and many owners also came without their cars to enjoy the day with

friends. A total of 68 vehicles showed up and were joined by seven boats from the Classic Yacht Association.

We had some early challenges getting folks to attend due to a big run of Corvettes coming back from Bowling Green



This fully operational 1920 American LaFrance fire truck was a real crowd-pleaser!

and several key players with late summer commitments. This turned out to be fortunate in that we were able to seek out new participants. Two standout vehicles were a perfectly restored 1920 fire truck and a super 1923 Ford water truck that most had never seen the likes of before.

One of our local Best of Show winners was in Lake Tahoe but gave me the keys to his warehouse to “pick any car I wanted” and drive it to the show! He has the largest Henry J drag car and show car



Before selling his amazing 1964 Ford Thunderbolt drag car (worth telephone-number money), the owner had a perfect replica constructed for a fraction of the cost



A grouping of sports cars was headed by a classic Corvette convertible



While taking a photo of Hans Shultz's racing sidecar rig, I didn't notice this couple walked right in front of it! Oh well, you will just have to take my word for it—it's amazing!

collection in the US plus a dozen more wonderful cars. I wanted to take his newly restored orange 1,000 HP Henry Coupe but I didn't have the guts to drive that across town. Instead I took his 1964 Ford Thunderbolt replica as it was one of my favorites. Last year Joe sold his real Thunderbolt because offers had finally reached the stupid range and he couldn't justify keeping it.

A new car this show was a 1968 Camaro show car with guess what, another 1,000-plus HP twin-turbo motor. This was owned by Tom Walsh Jr, son of my past partner in the Car & Boat Show. His car was over-the-top and was about a \$250k build. He sure would have made his Dad proud if he was still with us.

We had several motorcycles in attendance including a V8-powered

“Boss Hoss” and best of all, a motorcycle/sidecar world record holder of the Pikes Peak Hill Climb owned and driven by our own Hans Schulz. He left his Pantera home but brought his super bike instead. A crazy man for sure!

Our boats ranged from a 1926 Stevens Triple Cockpit to a 48-foot Stevens named Triple Crown that was originally owned by the owners of the famous race horse “Secretariat”. These beautiful yachts are a sight to behold and the owners were proud to have the car show folks walk all over their varnished decks. The Yacht Club has had that unique location where boats and cars can share the same space and can be appreciated by all in attendance.

Each year it is great to have the



The boats included this beautiful classic wooden-hulled cruiser, of the type favored by the wealthy and powerful during the Roaring Twenties

Pantera Club the largest Club attending the show. John and Kathy Buckman made the trek from Vista, California, and other friends from Apple Valley brought their Lotus Elan. But our long distance

car was an Opel Kadett that came from Germany! These folks shipped their car for a tour of the US and our show was on their list!

The show was topped off by a great



This yacht is aptly named, as the former owners were once the owners of Secretariat, the horse that is widely regarded as the single greatest horse in racing history

BBQ lunch for 120 people and an even bigger dinner that night that my wife Linda did almost by herself. The Camaro won Best of Show Overall and the 1923 Ford Water Truck won People’s Choice. Triple Crown won best Boat and this year John and Kathy Buckman edged out Forrest Goodhart for the Best Pantera!

Although next year we will be living in the islands, some folks have stepped up and they plan to take the show over and try to surpass what we have done in the past. I hope you all can attend and maybe we will come out to see Larry Finch’s third version of his amazing flying Pantera! I have seen some spy shots of the car and we can tell it will be in the winner’s circle many times in the near future.

Aloha!

Ironstone Concours

Story and Photos by Steve Dalcino

The Ironstone Concours d'Elegance is always a great end-of-summer event, set in the Mother Lode area of Northern California. It's put on by the principals of the Pebble Beach Concours d'Elegance each year as a charity benefit for 4-H and the FFA. The kids come out in force! PCNC has had a presence there since 2011, when Kevin Abbey convinced the organizers that a De Tomaso class would draw spectators even though most De Tomasos would not qualify (not meet the pre-1967 model year requirement) for the event. They established a Special Exhibition Class for us, and we have been a fixture at Ironstone ever since.

This year's event started under somewhat of a storm cloud (literally). Ten days before the event, the weather forecast was for rain likely in the Sierra foothills and snow likely in the higher



The day dawned under threatening skies, but the forecast had greatly improved so at the last minute we committed to taking our Pantera to the show

passes both Saturday and Sunday of Ironstone weekend.

Our regular trans-Sierra attendees put caution first, and canceled their attendance, as did many others. By Friday morning (zero hour) the forecast had

changed to a slight chance of rain on Saturday, and 30% chance late Sunday. That sounded doable, so our Pantera came out of the garage instead of the Xterra, and we were off to Murphys with Bev and Brent Stewart in their beautiful 1965 Mustang convertible.

The sky was overcast in Pleasanton with what I thought was just normal high coastal fog. But the fog gave way to higher clouds and we didn't see any blue sky at all until we reached Copperopolis (not a good sign). From there on, the drive was fabulous!

Our planned



Jack Bartole, Larry Finch, Garry Choate, Brent Stewart and Steve Airola chatting in front of the Choate and Dalcino Panteras and Stewart Mustang

lunch stop was at Rodz Grill in Angels Camp, where we met Sue and Garry Choate, Jane and Jack Bartole, Jan and Bud Millard, Steve Airola, and Larry Finch.

The conversation at lunch quickly reverted to the state of Larry's car, which is now home in Larry's garage after four years in the body shop. The bodywork and chassis are in pristine, in much better than new condition, but the car is mostly apart in the garage. Lar-



The pre-war car guys are real characters! The most enthusiastic go all the way, and outfit themselves with period costumes to complement their cars



John and Barbara Webber left their Pantera at home and brought their gorgeous 1957 Ford Thunderbird instead. This was my favorite car of the show—I would love to drive it home!

ry is in the process of assembling it from the ground up. He's hoping to drive it to the 2020 Fun Rally. But I get the feeling Larry's having more fun putting the car back together than he ever had driving it. Who knows when it'll be finished?

The route up Murphys Grade is, in my mind, one of the most enjoyable stretches of highway on the planet. On this day the sky was deep blue, the clouds were crisp clear thunderheads off in the higher elevations, the temp was a perfect 72 degrees and there was no one else on the road. Life doesn't get much better than that.

After hotel check-in, a group of us did our traditional walk-through-the-woods to town, and



Among the incredible cars on display was this 1954 Hudson Italia. This car was created after Hudson management wanted to inject a little bit of European flair into their marque, much as Chrysler had done with their Ghia-bodied prototypes. Designed by an American named Frank Spring, with input from Carlo Felice Bianchi Anderloni of Carrozzeria Touring, it was based on the Hudson Jet platform and running gear, but with a unique body and interior, built by Touring in Italy using their pioneering Superleggera building techniques, with aluminum panels stretched over a steel tubular frame. It was designed to compete with the then-new Corvette, and soon-to-arrive Ford Thunderbird, but with jet-age styling and grand touring luxury. Unfortunately, the finished design was a bit dowdy, and Hudson was about disappear (along with Nash) as the two merged to become AMC. Dealers didn't want the car, and in the end only 26 were made, the majority of which were sold in Southern California

spent the afternoon in a bygone era, walking a tree-lined Main Street from the gold rush era, traversed by cars from 80 years

ago and populated by people with a placid temperament from a different age.

After visiting a number of



The Pantera contingent (sadly minus the crowd from the Reno-Tahoe area) was given a special knoll overlooking the rest of the concours to have their own marque display



Best of Show went to this 1923 Ford Model TT 1-ton tanker truck. With standard gearing a TT could only achieve 15 mph, and with the optional high-speed gears, it could hit a whopping 22 mph!

shops and winery tasting rooms, we made our way to Grounds restaurant where Irene and Marcus Smith, Barbara and John Wesley (from the Stockton Yacht Club), Linda and Steve Liebenow, Barry Hosier and guest Allison met us for dinner.

Make no mistake about it—life is GOOD.

Saturday morning dawned clear and dry. Not only no rain, but a low dew point, meaning there was no dew to clean off the cars (a first for Ironstone weekend). By 8:30 we were on the field at The Ironstone Winery where we were joined by Catalina and Walt Miranda, Christine and Peter Kovacs with their Panteras, and Barbara and John Webber in their 1957 Thunderbird.

9:00 saw Steve Liebenow, Garry Choate and me in the Judges' meeting. We were there by virtue of the fact that, in 2011,

when De Tomaso was added to the class list, few people knew what they were. The event organizers wanted judges who had at least a cursory knowledge of what they were judging, so they asked the three of us.

For me at least, that means judging has been a fairly quick and simple task all these years. The judging points are the grace, style, and durability of the design, the adherence to originality in the outward appearance of the car, and the fit and finish of the panels. With De Tomaso never having more than two body styles present, and seldom more than three or four cars to consider (judges' cars are not judged), judging the De Tomaso class is usually pretty quick and easy. I sat in the meeting smug in the belief that I didn't need to pay too much attention to all the minute details the other judges were considering.

WELL!!! When it came time to assign people to judging teams and classes, I was assigned to judge MGs! WHOA!!! 12 cars, five body styles, 25 production years, and I know nothing about any of them! Thank Goodness I was teamed up with a woman who was very conscientious, and judging for the first time. She paid very close attention during the meeting, and she'd shadowed her husband, while he judged last year, so she had a fair idea of what to do. She asked all the questions I assumed didn't need asking (I learned a whole lot). Judging the MGs was a much longer process than I am used to with De Tomasos, but it was worth it. And in the end, I think we got it right (if you're wondering, a 1958 MGA roadster won best of class in a very close race).

I got out of the judging room



Jan Millard behind the wheel of their Pantera, which won Best of Class for the De Tomaso Class

late, just in time for lunch (no time to tour the field). After lunch I was involved (my two bits worth, anyway) in a tech session, and still, no time to tour the field. I did steal away to look at the Stewarts' Mustang (entered "not to be judged") and the Webbers' T-bird (won an Award of Merit). To name "MY Favorite Car" of the show, for me would be a bust, because I didn't have time to see them all. The "field" at Ironstone is huge, covering acres of lawn amidst forested hills and lakes and a stream. But from what I did see, I'd choose John and Barbara Webber's 1957 Thunderbird as the car I'd most like to take home.

As awards go, Jan and Bud Millard's Pantera won "Best of Class" for De Tomaso, with Irene

and Marcus Smith's Pantera winning an Award of Merit. "Best of Show" went to Robert Lanini of Stockton for his 1923 Ford TT C-cab tanker truck. Those of you who attended the Stockton Yacht Club Car and Boat Show, arranged by Randy Welch on September 7, will remember this truck as a class winner in Stockton.

The entry list for Ironstone this year was lighter than last, 378 cars this year versus 420 last. The feeling was that this was due to the change in scheduling plus the sour weather prediction for the weekend. Attendance however, was up. There was a noticeably larger crowd walking the grounds. All was good. It was a great show. Make a point

to BE THERE next year!

Saturday dinner was at Rob's Place, a short walk from the hotel. A good time was had by all.

Sunday morning gave us wet cars, puddles, and thunderheads. Several trans-Sierra passes were closed due to snow. Chains were required on others. Skipping the event was a wise decision for the Nevada people. Our drive home was a delight, with light traffic, a beautiful sky, beautiful roads, and no problems. When we got home, however, we learned that there was hail two inches deep on the ground and tornados picking up hay bales and cattle, just a few miles behind us as we drove South through the Central Valley.

But we'll BE BACK next year! I hope you join us!

Our 49ers are in the SUPERBOWL!!!!!!!!!!!!!!!

Two teams that deserve to be in the game are playing
And the Patriots are not one of them!

Join Us At City Lights Vineyards For SUPERBOWL

54

Mark & Linda Bailey Will be Hosting at Our Little Vineyard on
Game Day

Linda Will be Preparing Her Award-Winning Chili With all the
Fixings

Bring a Side, Desert or Game Munchies

There Will Be Wine Tasting!



Details

Game starts at 3:30 – gates open at 2:00

Limited tech Session

The Mustang is in build on the lift
but all Other equipment is available



Where

10925 Prieta Court, San Jose

Easy Drive Up Mt. Hamilton

680 to Alum Rock – 2 Miles Up The Hill

669-333-5400

Please RSVP to markpantera73@Gmail.com





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NEXT CLUB MEETING

**THURSDAY, January 30th, 2020
7:30 P.M.**

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

UPCOMING CLUB EVENTS

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

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH