



A Chapter of POCA

# news

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

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## Minutes of Meeting 26 August, 2021

The meeting was called to order by the president at 7:32 p.m. All officers were present except for Larry Finch, Denny Morse, Bob Benson, Irene Smith and Mike Drew. Steve Liebenow ably stood in for Mike and took notes in his absence. There were 23 members physically present, plus three attending virtually via Zoom, and there were two Panteras in the parking lot.

**New Members/Guests:** The club welcomed **John Mardesich** from Corte Madera. He had been looking for a Pantera and found an undiscovered car that had been quietly lurking in a garage just two miles away! After he got it, he discovered it suffered from chronic overheating and determined that the fresh engine had been built with one head gasket installed backwards. He has been working to rectify the problem, and the car has been fighting back....

**Changes To Last Month's Newsletter:** The newsletter was delayed because the editor was taking part in the Afghan refugee airlift, and thus there were no corrections (yet).

**Club Store Report:** There was a bit of supplier buffoonery that resulted in our Monterey hats not appearing in Monterey. The manufacturer sent them to the Smith's home by mistake, where they arrived late. They then shipped them via overnight express to Monterey, where they didn't arrive until two days later. So, we have hats finally....

**Club Treasury Report:** Larry sent a report indicating that our treasury still remains very healthy.

**Club Membership Report:** Brent noted that we have another new member who has joined us from the San Diego area, after transferring their affiliation from the San Diego Pantera club. We now have several members from San Diego.

**Club Website Report:** Mark once again reported that the new club website, which has been in the works for several years, has not moved forward. He said he will step up the pursuit.

**Club Motorsports Report:** There was no report because both Bob and Mike were missing.

**Club Library Report:** The library is still safe and sound in Watsonville; the contents are listed on the club website and are available for checkout by any club members.

### **Past Events:**

**Monterey Weekend:** The Monterey weekend was once again a great success; a full report will appear in a future newsletter. The PCNC dinner and lodging at Los Laureles was planned perfectly from a financial perspective, and we just about broke even. Dinner was great and the dessert was even better!

Mark told a story of attempting to leave Concorso Italiano early, and getting accosted by a rent-a-cop who had been instructed to prevent people from leaving too soon! It's unknown if 'offenders' will be prevented from taking part in future events? Apparently somebody else was seen taking photos of license plates.

Laguna Seca administration unfortunately had difficulty issuing preferred parking credentials. Mark had signed up very early but his credentials never arrived in the mail, so he hopefully drove to the track to get them, only to then learn that they needed to be picked up at the offices in the Embassy Suites Hotel in Seaside.

Greg Taylor had planned to show his Lamborghini Urraco at Concorso Italiano, but its distributor exploded, rendering it incapable of attaining the locomotive state. The organizers allowed a last-minute substitution of his Pontiac Tempest station wagon (which he called the "Tempesta" for the day) in the "Misc. Other Cars" class, where it proved to be a great hit.

Mark had trailered his Pantera to the event, and discovered that his tow vehicle's brakes weren't up to the job as he descended down the Laureles Grade. It was a white-knuckle drive and it's now out for a significant brake system upgrade!

There was some discussion about the method and manner that rooms at Los Laureles are allocated. After explaining the process, it was agreed that Steve Dalcino was administering the program properly and there is no favoritism. Those who have reservations this year are afforded head-of-the-line privileges for next year, with a waiting list developing behind them.

## **Upcoming Events:**

**All-Italian Car Show In Alameda — 3 October:** This event is a perennial favorite with the PCNC crowd. It's basically a low-key, low-cost Concorso Italiano held in Alameda, hosted by the Alfa Romeo Club and benefiting the Alameda Special Olympics. This year it will be held in a new location for the first time, at the Atlantic Soccer Field on 2040 Main Street in Alameda. All Italian vehicles are welcome — Alfa Romeo, Lancia, Ferrari, Maserati, Fiat, Ducati, Moto Guzzi, Vespa, and yes, De Tomaso! Cars will be displayed on the green and motorcycles will have a designated location on pavement. T-shirts will be available and lunch will be served by Speedi Panini. This year they have simplified the event to make less work for the many volunteers. They want everyone to have a great and relaxed time, so there is no judging, no classes, just great fun with Italian cars, motorcycles and friends.

Historically it was free to enter a car in the show and the organizers encouraged donations; this year they are charging \$25 per car, with all proceeds going to the Special Olympics. It's possible to pre-register, although they always allow people to register (and now pay) as they drive up.

Once again, Steve and Merry Dalcino will be hosting a breakfast prior to the show at Elio's Restaurant, at 260 Foresta Blvd, at 8:00 a.m.

See the event flyer elsewhere in this newsletter.

**Cobra Experience Tour — 23 October:** Lou Brizzolara had originally set up a tour of the Cobra Experience museum in Martinez for 2020, but Covid put paid to all of that. Now that the state is opened up again, he has re-engaged and selected a date that works for everyone. The museum boasts one of the finest collections of Cobras, Shelby Mustangs, and GT40s in the world. We will be afforded a private tour of the facility, which will include a lunch. The cost will be only \$15 per person. See the flyer elsewhere in this newsletter.

**PCNC Christmas Party — 4 December:** Because our hotel in San Mateo (the Hilton Garden Inn) wasn't ready to commit because of uncertainty about Covid restrictions, Dennis and Liz Valdez have instead made arrangements to hold the party at the Hilton Garden Inn in Sunnyvale. The room rate is only \$89 but breakfast is not included.

**2021 POCA Fun Rally:** The POCA Board has managed to slide the event 12 months to the right, and it will be held at the same location and same relative time as originally planned for both the 2019 and 2020 Fun Rallies. Check the POCA newsletter for all the info. POCA will be sending e-mails to all club members advertising the event with links to enable you to make your hotel reservations early.

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

**Books Up For Grabs:** Lou Brizzolara is preparing to move, and one of the last things he wants to do is haul heavy books around, so he brought a bunch of car-related books to the meeting to give away. They quickly vanished as others eagerly scooped them up!

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

**Mangusta Making Progress:** Greg Taylor shared an update on his ongoing Mangusta hot

rod project. The car had been primed after all the bodywork had been completed, but then the project stalled out. In the ensuing months/years, the primer turned to concrete, so he had to have it all removed, and it will soon be given a fresh coat of primer, followed by the final color, which will be Boss 302 Grabber Orange!

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

Three-pack of Bailey's Wine — Steve Liebenow  
Leather Wipes — Forest Goodhart  
Leatherman multitool — Jennifer Sloane  
Car-themed Pens — Ken Levin  
Dust Cleaning Gel — Brent Stewart  
Summit Racing Hat — No takers so Steve Liebenow took it!  
FM Clock Radio — Ron Southern  
De Tomaso 60th Anniversary T-shirt — Tara Aquilina  
Pantera T-shirt — Jennifer Sloane  
Yellow Pantera Hat — Ron Southern  
Tool Bag — Ron Southern  
Microfiber cleaning towels — Forest Goodhart  
De Tomaso Patch — Tara Aquilina  
Goop Hand Cleaner — Dianne Silven  
Cooling Towel — Steve Dalcino  
Flashlight — Dianne Silven

The meeting adjourned to the parking lot at 8:55

## Membership News

### **New Members for September:**

We are pleased to welcome **Joe and Julie Golden** to the club. Joe purchased the somewhat infamous 1971 Pantera #1992 in Monterey, which was accidentally dropped off the back of a Mecum Auction trailer earlier this year, sustaining major damage to both the front and rear of the car. While he was there he also 'accidentally' bought a 1969 Plymouth Roadrunner and an FFR Shelby Cobra. He said, "I bought a family business that has been restoring cars since the '50s, Pardini's. Originally in Redwood City and San Francisco, they moved to Ukiah ten years ago. I've done five or six vintage cars and trucks with them so I know first-hand how talented they are. They've restored old Packards and Monterey concours cars. They handled a lot of the Laguna Seca vintage race cars (I've got a wall full of body panels to show it) and built a reputation as the best Sunbeam Tiger restoration shop, with unique proprietary alignment jogs. They are magicians with extreme bodywork and meticulous on the details. I'm lucky to be in a trusted position to help Dan retire and continue the business with his son, Stavros. Dan will stay on to help train our new employees. I'm looking to expand the business to the Pantera community, and demonstrate the talent of the team through the restoration

of #1992. We're planning a multi-media documentary and will record the whole process. We got the engine running, so it's really about building a computerized fram pull table to set everything straight and then repaint!" Additionally, to serve as a reference, he just purchased Mark McWhinney's Pantera #1512!

Also joining the club are **Ron and Tara Aquilina**. They live in Volcano, CA and have recently purchased a very stock 29K mile white Pantera L with the help of a few PCNC friends. Ron has a similar story to many of us—a neighbor in Millbrae bought one brand new and used it as a daily driver. As a 12-year-old kid, he and his friends would ogle it every chance they had. The owner even let him sit in it—he was in love. Since those days, he has always thought that he would eventually own one. With the help of Bud Millard and Tara's uncle, Greg Taylor, they located a car and were able to work out a deal to purchase it. They are currently working on a few electrical gremlins and hope to have the car up at the Ironstone Concours.



## **September Membership Anniversaries:**

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

**Ken and Darlene Levin:** 48 years  
**Garry and Sue Choate:** 16 years  
**Oyvind and Dagny Bakken:** 14 years  
**Anders Hellberg:** 13 years  
**John and Julie Tomlin:** 7 years  
**Ken Green:** 4 years  
**Angelo and Stephanie Raffa:** 4 years

**Larry Finch:** 20 years  
**Markus Woehler and Kristi Ward:** 16 years  
**Tony Blevins:** 13 years  
**Mark and Linda Bailey:** 7 years  
**Richard and Annette Pombo:** 6 years  
**Larry Larsen:** 4 years

# The Fast and Furious

## *A Tribute for Bob Paizs*

*Story by Brad Marsh*

I am very lucky to have called Bob Paizs my uncle. He is one man that really lived his life fast and furious. He loved fast cars more than anyone I have known in my life. And thanks to him I now became a very new owner of his pride and joy—his 1971 Pantera #1626.

Just recently Bob passed away unexpectedly from a blood clot to his heart. It happened on July 4<sup>th</sup> at his kitchen table while eating breakfast. It was just a regular day just like any other and his plan that day was to wash some of his classic cars including his favorite – Pantera.

I have heard many stories about Bob's life before I was born, from my aunt and mother growing up with him on a farm in Ohio. Even as a teenager he loved cars but couldn't afford much since the family was poor living in a single mother household. Bob and his sisters were all teenagers in the 1950's. All of them had to work to be able to put food on the table and a roof over their heads. Bob worked at a gas station and



*PCNC member Bob Paizs sadly passed away recently, but his legacy lives on thanks to his nephew, Brad. Bob's passion for his Pantera was evidenced by the De Tomaso logo painted on his (spotless) garage floor, along with a huge pile of trophies and awards the car earned over the years*

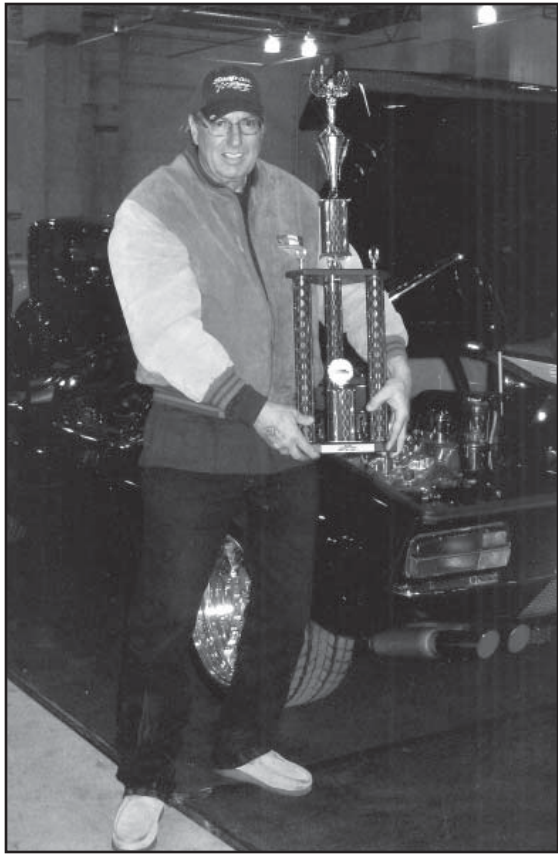


*Bob had his Pantera repainted and fully detailed including the exquisite engine bay*

different garages where he learned how car engines and other parts of the cars worked. That is where he learned about building hot rods. His love and fascination for beautiful cars only grew with age.

As a young child I remember Bob coming to our house for holidays with a different car or motorcycle every time. He always found a deal or two that he could not resist. He soon acquired a collection of several dozen exotic cars and motorcycles that our family admired every time we would visit him.

I clearly remember



***Bob proudly stands with another trophy won***

the many times he came to our house with one of his new toys. I would run outside and beg him for a ride or jump on his motorcycle. I was imagining myself having one of these similar

riding in the Pantera the first time was I had to be on my knees to see out of the windows. It truly is life changing for a child to experience a car like Pantera, listening to the shifting gears

cars when I grew up. I admired his 1956 Oldsmobile or his 1965 Triumph Bonneville or his 1972 Oldsmobile Cutlass that had electric windows. In my mind he was rich and important to have power windows. But Bob would always read my mind and give me a ride and go really, really fast.

It must have been sometime in 1977 when he came to visit us in this medium green car. I will never forget seeing it because my mouth dropped with awe. I remember asking him what kind of car that was, and he said it was a Pantera. At that moment I was certain I had the coolest uncle in the entire world. One of my favorite memories of

and the sound of the engine that is more powerful that you could every explain in words. My friends heard all about it the next day in school.

Bob's Pantera was the most precious item, besides his family, not even any of women in his life became closer to him than his favorite car. He cared for it, he drove it with excitement and loved it for how it made him feel.

Over the years I heard a lot about the work Bob put into Pantera's maintenance and care, including details of the motor, seats and paint and the items he welded and the many trophies and awards he won at shows. That was a guaranteed conversation at almost every holiday or family gathering.

I would always ask him, "Bob, how is your Pantera?" or "When can I drive it?" And his answer was always: "Never, you will crash it!"

Somehow, I think Bob knows the Pantera is mine now and he is very happy about it. He knows that besides him, I am the next person in line to love this car just as much as he did.

I'm proud to be able to say the Pantera will continue to be admired and loved by my family and with that, Bob's signature and legacy will forever be preserved and talked about for many years ahead.



***Bob's Pantera was at the POCA Fun Rallies in Monterey and Reno, and will hopefully be seen at future rallies too!***

# Breakfast Club Rally And Two-Day Tech Session

*Story by Mike Drew*

*Photos by Mike Drew, Lori Drew, Matt Kelleher, Tom Leonard and BCR*

For everyone in America, the 20th anniversary of 9/11 was a day of solemn remembrance. But for sports car enthusiasts in the Bay Area, and for Pantera Club of Northern California members in particular, it was also a day to celebrate the good fortune we have to be living free in a nation of plenty. It was also an opportunity for us to come together in the spirit of fellowship to help out one of our own.

Paul Fahndrick bought a very nice, very original Pantera L a number of years ago, but never really drove it, as it had been sitting for some time and he felt it probably needed a fair amount of work. Last year he almost accidentally moved to Santa Rosa from his home in the Los Angeles area, and wound up leaving the Pantera behind while he got his feet underneath him. Now that it's

become apparent that he actually lives here, and not there, he finally felt it was time to drag his Pantera up here and get it running.

Tom Leonard lives not far away from him in Glen Ellen, and has an expansive garage arrangement easily capable of accommodating Paul's car while he works on it. Together they conjured up a scheme to have a two-day tech session, to be held in conjunction with the monthly Breakfast Club Rally.

The morning of 9/11 dawned with beautiful fall skies and very mild temperatures, and several club members made their way from



*Paul Fahndrick is a man on a mission!*



*Lori Drew's 1971 Pantera awaiting the start of the rally*

various locations to the rally's starting point, which was uncharacteristically a bit further north than usual, on the northern end of Santa Rosa. It was a good 75 miles from our house in Vacaville, meaning an early get-up was required in order to make it to the Cars & Coffee get-together which precedes each rally.

Lori won the coin toss so her Pantera was selected to take part, but she is not a tremendous fan of driving on narrow roads, so I was pressed into service to act as her chauffeur. Oh darn.



After airing up the tires and filling the tank, we set off bright and early, and arrived at about exactly the same time as Erik Kolstoe and Jennifer Sloane, who had driven their yellow 1972 Pantera almost exactly the same distance from their home in Pacifica. Already there were Matt Kelleher in his Porsche 911 Cabriolet (which had behaved in a rather un-Teutonic fashion by summarily bursting into flames when he tried turning on the heater blower fan that morning, thankfully managed simply by turning the switch back off), and Tom Leonard and Ron Southern, who had left their respective Panteras at home and were instead sharing Tom's



*Some very unusual cars turn up at the Breakfast Club Rallies. Ferrari only built 505 examples of the 365 GTC/4 in 1971-72; none were Spydors. This car is one of four that was converted from a four-seat coupe to a two-seat Spyder by a carrozzeria in Italy*



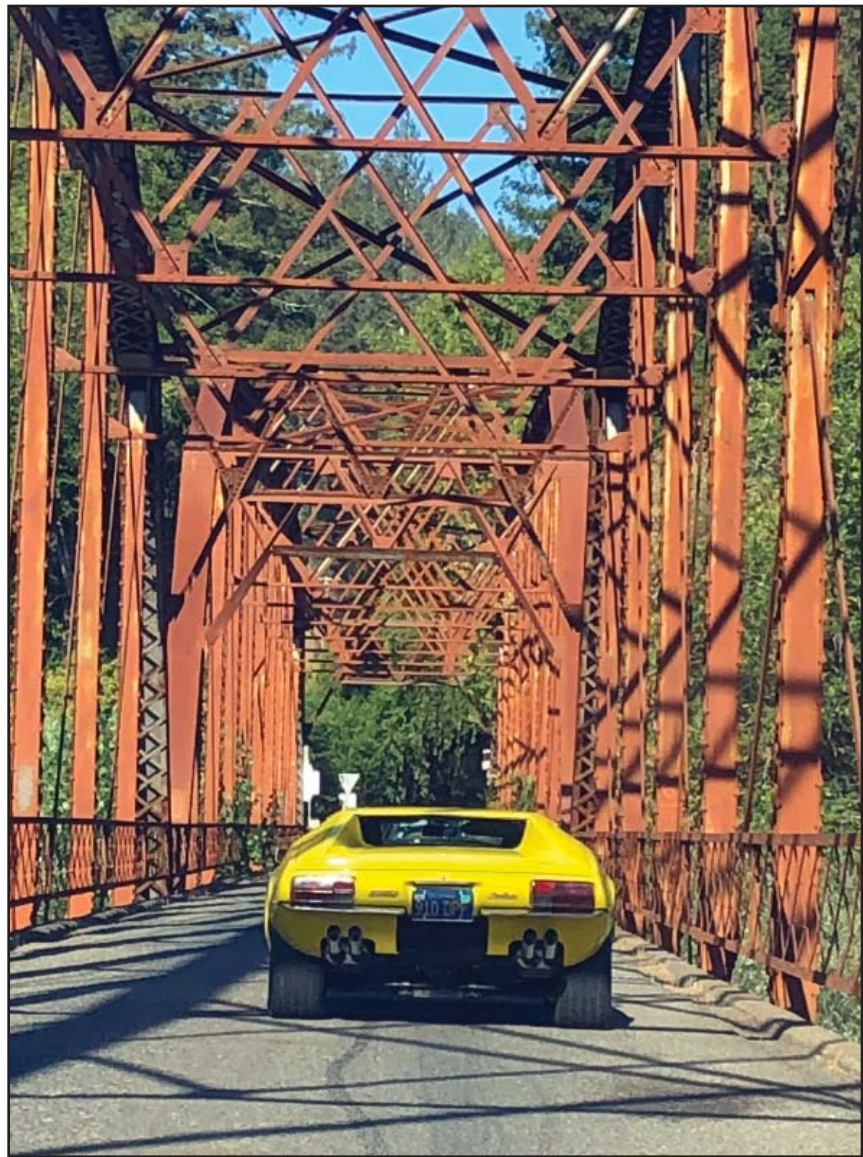
*Tom Leonard's ultra-rare Alfa Romeo 8C Competizione is one of only 500 built, of which only a handful were imported to the USA. It sits alongside other Alfa Romeos, a 1750 Duetto Spyder, 1750 GT Veloce, and GTV*

incredible Alfa Romeo 8C Coupe, one of only a handful imported to North America. Tom had generously offered the wheel to Tom who was not about to turn down such a fantastic offer!

Probably over a hundred classic cars of all types and descriptions (but tending more towards sporting cars rather than luxobarges, although there were certainly a few of them as well) could be found populating the parking lot of a shopping mall, whose coffee shop suddenly found itself awash in customers, as typically happens at these monthly events. Rather organically, the event suddenly started as various people simply climbed into their cars and set off on the route, which had been very carefully laid out by the event organizers.

We initially drove surface streets to get out of Santa Rosa, but soon found ourselves on deserted country roads, passing by farms and wineries. After climbing a hill we turned into a gravel parking lot, overlooking what should have been a lake (Lake Sonoma). However due to the drought, the water level had receded to the point where the water was almost gone. Still, it was a nice view.

An old-looking (if not necessarily actually old) building that looked like a barn actually had a small wine bar inside; the facility appeared to be set up to accommodate small banquets and weddings, although there were stables outside populated with horses. It was quite clear that none had ever set hoof inside the building however. Snacks and coffee were dispensed to happy drivers, and the proprietors were clearly pleased to have more business in an hour than they probably anticipated all week!



*Erik Kolstoe and Jennifer Sloane crossing an old 1.5-lane wide bridge*

We then set off in a westerly direction along one of the finest roads I've ever driven on, called Stewarts Point-Skaggs Springs Road. Some of it was tight and twisting, while other parts were

smooth and flowing, and there was even a short stretch that was unpaved gravel (due to a road washout and subsequent emergency repair). The drive would have been completely exhilarating were



*An Alfa Romeo Guilia next to a Dinalpine A110, a Mexican-built version of the legendary Renault A110*



*A quartet of Morgans; the three-wheelers are 21st century production while the other two date from the 1960s*



*The PCNC crowd parked together at the first stop at Lake Sonoma*



*The barn at Lake Sonoma likely has never seen an animal inside of it; instead it had a nice wine bar*



*Fastening the convertible top cover on Matt's Porsche 911 is a two-man job (here with an additional supervisor!)*

it not for the fact that Lori's front wheel bearings were both singing loudly, a result of some mechanical buffoonery on my part in the recent past where they had been briefly overtightened. Although the car felt fine, something was clearly amiss and thus I was forced to drive in an uncharacteristically circumspect manner.

After 37 miles of spectacular road, we arrived at its end, a T-junction with Highway 1 in the tiny hamlet of Stewarts Point. After another short rest, we then turned south and drove a further 30 miles or so along the coast before



*Easily the cheekiest car on the rally was this whizzy little Japanese fire truck. Purchased from a small village in the mountainous north of Japan, it easily kept pace with the slower sports cars, all the while broadcasting dire warnings of the impending arrival of Godzilla!*



*While some may deride it as being a hairdresser's car, the truth is there are few finer automobiles for cruising down California's famed Highway 1 than Matt Kelleher's Porsche 911*

turning left onto Hwy 116, which paralleled the Russian River to the rally's indeterminate ending point in the town of Guerneville. Normally, we would have stopped for lunch there, but this time we had an agenda. Paul's Pantera was waiting!

So after topping up the tanks, we proceeded through the town and headed back south, eventually arriving at Tom and Kathy Leonard's home. Paul's Pantera was on the lift, and there were several club members already there working with Paul on his car (or enjoy-



*Stewarts Point boasted a handful of old farmhouses and ramshackle barns, and a nice restaurant overlooking the sea. Here the Kolstoe Pantera takes a break alongside several other cars with similar sporting intent*

ing the Leonard's famous hospitality with Kathy), including Forest and Judy Goodhart, Mike and Nancy Haney, and Patrick Eagle (the latter drove his beautiful black Pantera). Shortly after we

got there, Chad Aanenson stopped by, riding with his buddy Fred Maggoria of the Nor-Cal Shelby Club, in his genuine 1965 Shelby GT350.

The rest of us got settled in, and



*The PCNC conga line proceeding down Highway 1. Note the steep dropoff with no guardrails, which led several hundred feet down to the ocean. This is not a road that forgives mistakes, so circumspection was the order of the day*



*Paul was kind enough to provide a complete sandwich lunch for everyone present; this group represents the folks who ran the rally, while the rest of the bunch was already hard at work in the garage*

after a terrific lunch provided by Paul, we changed clothes as needed, and then set to work (or set to setting, as the case might be).

Paul's steering rack was completely shot, and I had brought my rack rebuilding kit and associated parts with me, so he and I removed the rack from his car, and Patrick gave it a thorough scrubbing. Together with Patrick, I took it apart and rebuilt it for him, and then reinstalled it in the car.

Meanwhile,



*With only 562 ever made, it's not every day you see a genuine 1965 Shelby GT-350!*



*Whether it was fixing Tom's recalcitrant two-post lift, installing Pantera Electronics components on Paul's Pantera, or adjusting the wheel bearings on Lori's Pantera, Forest Goodhart was seemingly everywhere at once!*



*Tom takes his supervisory role very seriously! Here he ensures Patrick does a proper job of cleaning off Paul's steering rack. (Despite appearances, Tom really did spend a lot of time running around and helping find tools etc.)*



*Mike and Nancy Haney haven't been seen in quite awhile so it was great to see them again!*



*Here Tom and Forest have both come to supervise Mike rebuilding Paul's steering rack, a job he has performed on close to 200 cars now....*



*It was a team effort as Mike, Forest and Paul worked together to reinstall the rack in Paul's Pantera. Once that was done, it was time to turn to plumbing the new brakes*

Forest was hard at work installing various electrical components from Pantera Electronics, including a new fan controller system and ignition module. (Paul and Tom had previously installed a new custom radiator and sucker fan setup).

Down below, Mike Haney was wrestling with a new rear swaybar, and spherical swaybar mounts. The new bar had received a heavy coat of paint which made it an interference fit inside the spherical balls, requiring some massaging with a hone to gain adequate clearance.



*Mike Haney using the BFH and showing the Pantera who's boss!*



*Patrick with his beautiful Pantera L*

Installation was non-trivial and eventually required employment of the BFH, but Mike ultimately triumphed.

Forest and Tom were also kind enough to address Lori's wheel bearings while Mike was busy working on the steering rack. Both wheels were removed, the nuts backed off a quarter turn, and it was pronounced fit for duty (although the plan is to change out the bearings before the car's next outing).

Forest really was the man of the hour; Tom's lift was having some problems, so Forest fixed that too!

Eventually it was time for everyone to have dinner; sadly I

had to work early the next morning so I couldn't stay, and Lori and I set off, arriving home just before dark.

The fun wasn't over yet though!



*Sunday morning, and Paul is clearly happy, as Bayani Panis sets to work on the electrical system, installing more Pantera Electronics components*

The Leonard's offered lodging to those who had traveled a distance to get there, and others simply went home to return the next day. Bright and early-ish, work

on the car continued apace. Bayani Panis also swung by to lend his labor to the cause, but by the end of the day, the frustration was palpable, as the car resolutely refused to start! Some head-scratching is in order, and undoubtedly more tech sessions will be needed before it can leave Tom's garage.

A great time was had by all, and it won't be too much longer before Paul's car is ready for the road once more, thanks to the kindness of the Leonard's, coupled with the willingness of so many other club members to come and lend a hand to this most noble effort. Without a doubt, Paul will then join in on these monthly rallies, sharing in the enjoyment of some of the finest driving opportunities available anywhere in the world!



*Tom's garage is proving to be the nexus for North Bay tech sessions!*



# I Hate It When That Happens....

*Story and Photos by Mike Drew*

The week before the BCR Rally and Tech Session, I traveled to Tom Leonard's garage with my Ford factory Pantera service kit (which will be the subject of an article in the future) to perform the removal and reinstallation of Paul Fahndrick's rear axles, with new wheel bearings and rear brake rotors along the way.

When I arrived, Paul and Tom had already removed the axles and separated the rotors, so we were all ready to install the new bits. After a thorough cleaning, I was gearing up to have at it when Paul pointed at one of his uprights and said, "Is that supposed to be there?"

"That", as it turned out, was a bloody great crack! These uprights are generally thought of as being very strong, as they are a solid piece of cast iron. However, this particular upright had clearly been compromised. It's impossible for me to guess whether it happened during the removal of the axle, or if it had suffered some sort of insult before Paul's ownership, but closer inspection revealed that it was cracked straight through, with the crack visible on both the front and back sides.

"*Non Buono!*" they would say in Italy.

As luck would have it, several years ago Matt Kelleher parted out a Pantera that was wrecked in the front,



*At first glance, Paul's upright seems perfectly ordinary. But he happened to spot something going on that demanded further scrutiny*

and some of its parts had found their way into my hands. Along with my traveling tool kit, I always carry a few spare axles, and an upright, just in case. So we quickly cleaned up my spare and gave it a quick coat of spray paint, then assembled everything and installed it on the car (which was a story in itself, best told another time).

You may recall that when Peter Kovacs crashed his Pantera, it was discovered that one of the uprights had

shattered. It was unclear whether it broke as a result of the crash, or if the crash happened as a result of it breaking. But surely it's clear to see that a cracked upright is a crash waiting to happen. Unfortunately, cast iron can't be welded, so this one is now scrap.

Next time you have your wheels off, have a poke around underneath and look for evidence of incipient failure. This is the sort of thing that is best to discover sooner rather than later!



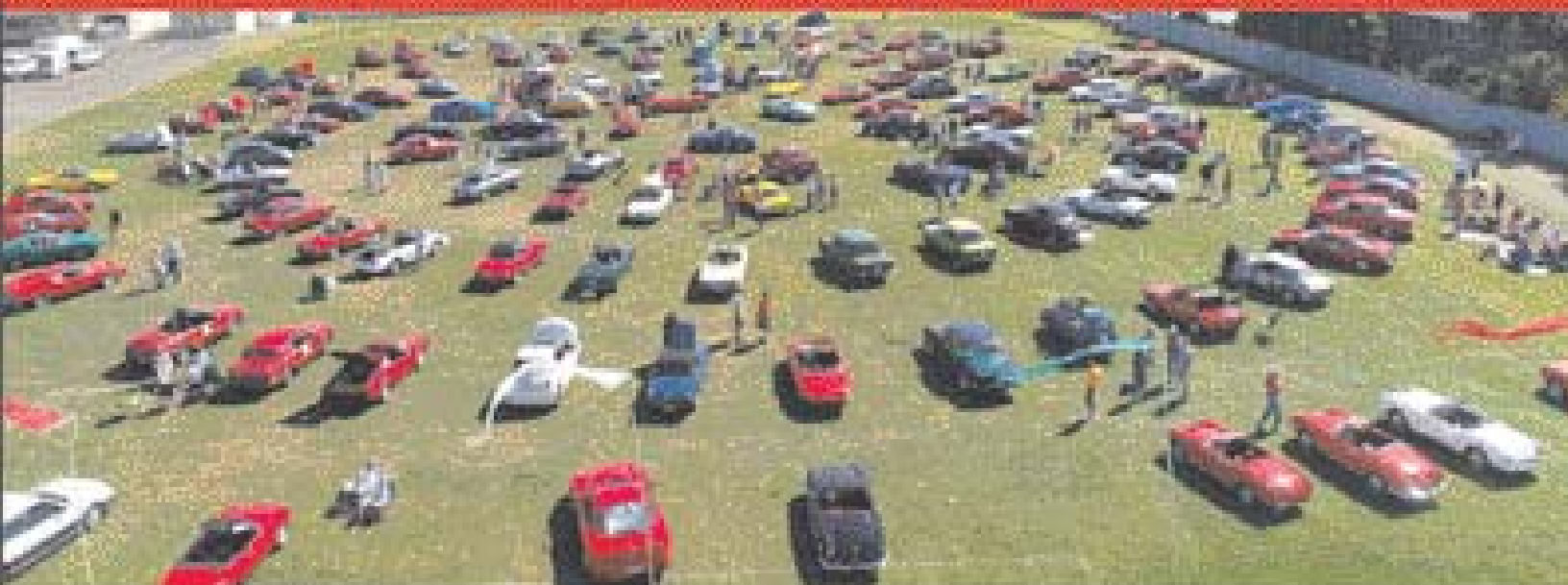
*Zooming in on the image above reveals the crack. The rust suggests it has been there for some time*



*A look at the back side shows that the crack has penetrated all the way through, making this upright scrap metal*

# ALL ITALIAN DAY 2021

SUNDAY, OCTOBER 3RD • ALAMEDA



## JOIN US FOR THE 34TH ANNUAL ALL ITALIAN DAY CAR & MOTORCYCLE SHOW

SUNDAY OCTOBER 3RD, 2021  
10 AM TO 3 PM

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**10.23.21**

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PRIVATE TOUR  
AND LUNCH OF**



**LUNCH WITH THE CARS**

JOIN US FOR A FUN TOUR AND LUNCH AT THE COBRA  
EXPERIENCE.



**Pantera Club**

**Saturday,  
October 23<sup>rd</sup>, 2021**

**10:00AM**

**Private parking!  
Make sure to drive  
your Pantera!**

**Cost is only  
\$15 per person and  
includes entrance  
fee and lunch.**



The Cobra Experience  
777 Arnold Drive, 2<sup>nd</sup> Floor  
Martinez, Ca 94553  
[www.cobraexperience.org](http://www.cobraexperience.org)

**RSVP**  
BY OCTOBER 15<sup>TH</sup>  
to Lou at  
[lbrizzolara@ahmassoc.com](mailto:lbrizzolara@ahmassoc.com)  
or 415-203-4018



Brent Stewart  
1239 Valley Quail Circle  
San Jose, CA 95120



## NEXT CLUB MEETING

**Thursday, September 30th, 2021  
7:30 P.M.**

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

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## UPCOMING CLUB EVENTS

3 October ————— All-Italian Car Show In Alameda (Steve Dalcino)

23 October ————— Cobra Experience Tour (Lou Brizzolara)

4 December ————— PCNC Christmas Party (Dennis and Liz Valdez)

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