



news

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PRESIDENT

Andrew Duafala
(831) 454-6692
AndrewD163@yahoo.com

VICE PRESIDENT

Mark Bailey
(669) 333-2544
MarkPantera73@gmail.com

SECRETARY

Mike Drew
(707) 628-3317
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

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

EVENTS COORDINATOR

Gary Kono
Gary5634Kono@gmail.com
(831) 359-8503

MOTORSPORTS COORDINATOR

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

RAFFLE CHAIRMAN

Erik Kolstoe
(650) 743-2528
EKolstoe@gmail.com

WEBMASTER

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

Minutes of Meeting 26 February, 2022

There are no meeting minutes to report from the February PCNC meeting, because effectively there was no regular meeting this month. At the January PCNC meeting, the assembled group decided to switch from the normal meeting site and date for the February meeting, and instead have a Saturday free pizza Party at Giovanni's Pizzeria in Sunnyvale a few days later, not far from the long-lamented Coco's restaurant where our monthly meetings used to be held. This would be the third time we had held an event there in recent years.

Prior years had seen these parties scheduled during the spring or summer, with plenty of advance notice. This year's decision was rather hastily made, and left little time for people to adjust their schedules. Too, the weather can always be problematic at this time of year, so it was a big gamble.

Thankfully it paid off, as we were blessed with spectacular weather on the day. The car count

was unusually high, with eight Panteras present, plus several other interesting cars. However, the member attendance was down slightly, with only 20 members present, which was somewhat disappointing. One wonders if it would have been higher if it had been done later in the year, or with more notice?

For reasons unknown, there was no formal meeting business conducted, and instead we went straight into pizza party mode (which is no bad thing!). Our prior events there both featured poor communication between us and the



Ken and Darlene Levin's Pantera hasn't been seen in many, many years. Ken was PCNC's first president in 1973! So this car has been around from day one (it was temporarily owned by Dave Crego, but thankfully Ken was able to buy it back!)



Steve and Kim Christensen braved awful traffic and unseasonable heat to drive from their home in Sacramento



Garth Rodericks fixed the ignition system problem in his '66 Mustang fastback in time for the party

restaurant, with the result that we all sat around waiting for them to bring us food, and they in turn sat around waiting for us to ask them to bring us food! Thankfully this situation was resolved this time, and the pizzas, salad and drinks were brought out promptly.

Although the club member attendance was off slightly, it was great seeing all the cars out, and hopefully future PCNC events will see even greater participation.



It was refreshing to see eight Panteras parked together at a PCNC event!

Membership News

New Members for March:

We have no new members this month.

March Membership Anniversaries:

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

Lindsay and Estelle Crawford: 47 years

Carl and Judy Kaufmann: 35 years:

Richard Dean: 29 years

Richard Boschert: 23 years

Darryl Johnson and Connie Martin: 20 years

Mathew and Caroline Frierman: 10 years

Richard Meisels and Leux Felsher: 6 years

Diane Dean: 46 years

Eddie and Lisa Pavlu: 32 years

Doug Kelm: 25 years

Chris and Susan Clark: 22 years

Dennis Franks: 17 years

Bayani Panis: 8 years

Gregg and Kat Meissner: 6 years

Oddly, we received notice from POCA that nine members failed to renew their memberships, members whose memberships don't renew in March. Clearly something is wrong there; we will reach out to each of them to find out the story, then straighten it out with POCA.



The Monterey Weekend

Story and Photos by Mike Drew

“What the heck is this?” I can imagine you all saying. “The Monterey weekend was months ago, and we’re just reading about it now?” Well, yes. I have some really lame excuses really good reasons why our coverage of the Monterey weekend is so delayed. Historically, the fall has always been very busy with other events and the newsletter would get filled up with those. The winter months see things quiet down and for the past few years I have featured Monterey coverage in the January or February issues. This year though, I got enormously busy with work, first with the whole Afghan refugee crisis, and then more recently, getting ready for the start of WWII in Ukraine. But a few weeks ago I was finally fired retired from the Air Force Reserve, so here we are!

For many people, the Monterey weekend has grown to encompass a full week of activities, but for the past few years Lori and I have had various commitments that prevented us from getting down there until the Wednesday. This year was no different. We got up early and piled into the minivan (no Pantera for us, alas, as we spend too



Tony Blevins and his Nissan S-Car Go

much time driving from place to place and don’t want to worry about finding a safe parking spot) and had an effortless three-hour drive to the Monterey peninsula. We drove directly to Pacific Grove, which plays host to The Little Car Show.

Originally intended as a fun alternative to the high-dollar, high-zoot con-

courses events that take place elsewhere on the peninsula, this show was structured specifically to showcase the tiniest cars, cars which were mostly intended to be driven by people just on the edge of poverty in the immediate post-war years. Since its inception, the vision has grown to encompass slightly larger and more middle-class cars as well. But there is still a great deal of fun to be had admiring strange, tiny cars which mostly were never sold on our shores.

Several blocks were blocked off to accommodate several hundred cars, mostly of the Fiat 500, Piaggio Ape and Mini Cooper milieu. Smack dab in the middle of it, we spotted Tony Blevins, with his traditional thousand-candlepower smile, standing next to his pimped-out Nissan S-Cargo. His Turner 950S was parked alongside, so there was no doubt he was enjoying himself!

The walk to and from the show (we parked at the sidewalk a few blocks away) was a car show in and of itself, as there were some extraordinary cars like an Iso Grifo, and an oddball 1980s Lancia Zagato, just parked up at the curb. Later that evening we enjoyed a very nice, quiet dinner with Markus Woehler and Christi, at a wonderful



This 1964 Michelotti Shellette resort car was one of 80 built on a Fiat 850 chassis. It was a joint venture between Michelotti and yacht designer Phillip Schell



A pair of Fiat 600s with a Piaggio Ape commercial three-wheeler behind



Parked nearby was this very rare Zagato-bodied Lancia Beta from the early 1980s

out-of-the-way neighborhood tavern.

The next morning saw us rising bright and early for the Pebble Beach Tour. The Pebble Beach Concours is held on the Sunday, but a few days earlier, many of the entered cars take part in a 100-odd-mile scenic drive around the Monterey Peninsula.



A small but hearty group of enthusiasts (many driving classic cars of their own) gathered to wait for the arrival of the Pebble Beach Tour



A first-generation Lamborghini Countach missed the corner and was passed by a one-off Ferrari 375MM coupe with Scaglietti coachwork. This car was one of 22 375MMs made, and originally was an open Pinin Farina Spyder race car, owned by the famed director Roberto Rossellini. After a short racing career which dramatically ended when his new wife Ingrid Bergman threw herself over the hood at the southernmost checkpoint of the Mille Miglia and refused to move until he agreed to give up racing, he then drove it briefly as a street car until he crashed it into a tree. He returned it to Ferrari for repairs, and then sent it to Scaglietti where it received a custom one-off body. Bergman was not impressed, as she felt it looked like a flying saucer and wasn't happy that it could go over 300 kph (186 mph). He kept it until 1964, after which it traded hands a few times before eventually being sold to former Microsoft president John Shirley who completed its restoration back to its original specifications

It provides enthusiasts the opportunity to glimpse the cars actually in motion. While there are many very picturesque vantage points along highway one, there the cars whiz past at speed. Over the years we have managed to find a spot where the cars crest a small rise, then are forced to slow and turn onto another road and zoom up a hill. Besides giving us the opportunity to see the cars moving slowly, we also get to enjoy the fruity exhaust notes as they blast up the steep hill.

There was already a small crowd gathered when we arrived. We were smart enough to bring lawn chairs this time, and parked ourselves for quite awhile. As more and more time passed with no car sightings, some became concerned that the route had been changed, but no, they were just running a bit behind, and before long, a pair of CHP motorcycles appeared with a stream of classic cars in tow.

It's almost impossible to describe how interesting it is to see these amazing cars, most of which are never seen outside of museums or tony private collections, being used as their makers originally intended. Besides the obvious sounds, there are also intoxicating



Where else will you see a 1400 horsepower Sunoco Porsche 917 followed by a Ferrari 250 GTO/64, a four-cam Porsche Carrera 356 and a Porsche 908 driving on the road?



Although we are accustomed to seeing old cars, when was the last time you saw a motor home from the 1930s?

smells of burning fuel (and occasionally steam!), Castrol R, and brake and clutch linings, all of which add an element of interest that makes one feel an enormous sense of privilege at being able to witness it. I can think of nowhere

else in the world where a person can be exposed to this sort of thing, and it makes it very worthwhile to come down to Monterey a day or two earlier than one might otherwise.

The fact that it's free certainly doesn't hurt either!

After the first group of cars had passed, there was a lull before the second group arrived. Once it was apparent those were done, there was some doubt among many that any more cars would appear and many people chose to leave. A few of us remained, and it was a good thing as a smaller, third group materialized about 20 minutes later.

Traditionally the



Dad behind the wheel of the one-off three-seat Ferrari 365P, with his two kids watching the Porsche and BMW behind. This car's Pinin Farina styling is very reminiscent of a stretched Ferrari 206 and 246 Dino or Ferrari 308. It's powered by a longitudinal 4.4 liter V-12

Tour has ended in Carmel where the cars are parked up and the public is allowed to see them up close. For reasons never properly articulated, this was cancelled this year, and the tour ended not with a bang, but rather with a whimper as the cars simply recovered to the Pebble Beach grounds. Once it was well and truly established that no more cars would arrive, we jumped in the trusty minivan and dashed to Pebble Beach, where we arrived in time to see the cars returning from the tour and being fettled and pampered before they were returned to the safety of their transporters.

While we were in Pebble Beach we dropped in at the Gooding Auction, which was contained within a giant temporary pavilion there. Gooding always has some of the most spectacular cars in Monterey and this year was no different. Taking pride of place was an extremely low-mileage (less than 390 km from new) McLaren F1. Any F1 sighting is something to remember, but this car, chassis 029, surely must be the most original one in the world. (I will leave it to others to debate the enormous waste of engineering talent when a magnificent automobile is designed and manufactured, then simply locked away and never enjoyed).

The rest of the pavilion was filled with incredible cars, almost all of which were in exquisite condition. However a new trend has popped up in collector car circles of late, that of the 'barn find'. Somehow, people go bananas for great cars that were driven briefly, then



This 1930s Ford race car hauler had a Miller Indy race car aboard



The stylish cabin of the Ferrari 365P with its radical central driver's seat position was 30 years ahead of its time



McLaren completely copied the 365P cockpit configuration with its central driver position

neglected/abused for decades before being unearthed. There is a certain romantic notion to an automotive archeological discovery, and original cars that are structurally sound but otherwise in truly awful condition often fetch a higher sales price than fully restored examples.

There were a number of such cars on display, including a rather scruffy green Pantera L. It appeared



This barn-find 1965 Jaguar E-type was 100% original down to the tiniest hose clamp. It had a laughable estimate of \$250-350K, but still managed to sell for \$168K



Neal Peart, the drummer for the famous rock group Rush, had an uncontrollable attraction for silver GT cars from the 1960s, and after his untimely passing, his entire collection was offered up at Gooding

to be straight and solid, but it was certainly quite crusty, and it was going to need tens of thousands of dollars spent on recommissioning work just to turn it into a below-average driver. (As such, I pegged its value at perhaps \$55-60K, but this is Monterey, so it had a laughable pre-sale estimate of \$140-180K, and while it failed to meet the bottom estimate, it sold for an unbelievable sum of \$117K. If you haven't updated your insurance lately, you better call your agent right now!)

We couldn't stay long as there is always much to do in Monterey, so we dashed back to the minivan and raced to Carmel Valley, hoping to see a bit of what was on offer at the Quail. Sadly, security there has been tightened up



This rather tired-looking garage-find Pantera barely ran, yet was still enough to convince somebody to part with over \$120K including all auction fees

enormously, and there was no reasonable way to get anywhere near the grounds where the concours would be held the next day. About the best one could hope for was catching a glimpse of a vehicle being unloaded before entering the show grounds. However, the Bonhams auction was at the other end of the road, so we were able to have a good wander about in there.

Bonhams also boasts some truly fine cars, although their display is far less ostentatious than Gooding's. There was a very nice Pantera for sale here also, a car that had been restomodded by Don Byars and boasted all of the nice modifications he is so well known for.

Inside the (very small) tent was a 1974 Alfa Romeo Tipo 33 TT 12 endurance race car from the early 1970s, and a Ferrari F40, while outside were a hundred or so other terrific collector cars including a trifecta of 289 Cobra, 427 Cobra and Ford GT Mk IV.

Baja Cantina used to hold one of the best informal car gatherings on the peninsula, but it has gone way downhill in recent years. Rather than embracing its widely democratic appeal that made it unique, the organizers have taken to blocking off much of the parking lot to set up extra seating and stages for a concert nobody wanted to hear, and then charging an exorbitant amount for people to park their cars in the fewer remaining spaces. Seeing nothing and nobody of interest there, we quickly turned tail and headed off for the track.

The Monterey Motorsports Re-



Bonhams had this very tidy-looking Pantera available



The Shelby corner was filled with an original 289 street Cobra, a 427 S/C, and a Ford GT Mk IV, chassis J-9. It was an uncompleted tub when the FIA changed the rules for the 1968 season so it was never completed as a GT Mk IV. Instead, it was completed as a Group 7 Can-Am open cockpit car, one Mario Andretti deemed to be the scariest car he had ever driven! Shortly afterwards it was sold to a pair of brothers who were Shelby mechanics, and they kept it until 2012 when it was sold and completed as a GT Mk IV



Bonhams also had this Alfa Romeo Tipo 33 TT 12, as well as a Ferrari F-40



One De Tomaso product on display at The Quail was this six-cylinder Benelli 900 Sei



Ferrari of North America rounded up a whole herd of 2018 Ferrari Monza SP1 and SP2 cars and brought them to Monterey for parade laps. These non-street-legal cars are built on Ferrari 812 chassis and seem to be an attempt to get rid of leftover components from a less-than-popular model. Offered at an astronomical price, Ferrari claimed that production would be 'limited to 500 units' but sales appear to have been dismal, as most of the cars present were owned by dealers who, if the rumors are true, were forced to purchase them as part of their franchise agreement!



Remarkably, Red Bull brought one of their current-season RB-16 Formula 1 cars and had it on display in a quiet corner of the paddock, where it was almost universally ignored? This car represents the absolute cutting edge of racing automobile development, and went on to win the F-1 championship that year. It's amazing to think that a car that garners so much attention at F-1 races all over the world was so casually dismissed, but it seems that people who are enthused by classic and vintage race cars have little or no use for the current generation of racers....

union (formerly and still colloquially known as the Monterey Historic Races) has been held since the early 1970s, and represents the most prestigious historic race in the United States, and among the top three or four events in the world. Originally just a two-day event on the Saturday and Sunday, it has slowly grown and moved slightly to the left on the calendar, with racing now beginning on the Thursday. It was already late in the afternoon when we headed over there, but we still managed to see a little bit of racing. More importantly, we had ourselves a good wander around the paddock and were able to see lots of

cars with no crowds around us.

Even better, there was a reception for the participants, and as we knew a few folks who were taking part in the racing, we managed to blag our way in and enjoy a feast of delicious appetizers with them, and catch up with friends we hadn't been able to see for the past couple of years because of the Covid nonsense.

Thoroughly stuffed, we then chose to forego dinner and headed back for a quiet night in the hotel.

Friday morning dawned completely clear, and we arrived at the track plenty early. This year instead of a featured

marque, the organizers chose to highlight the cars of the original Pebble Beach Road Races, which took part inside Pebble Beach in the years before Laguna Seca was constructed.

Among them was the 1950 Cannon Mark I, which was a home-built special. A pair of fellows named Jim Seely and Ted Cannon attended the first road race in California, held at Palm Springs in May 1950, where they saw Jaguars, Ferraris and other European sports cars mixing it up. They decided that looked like fun, and on the way home from the race they decided to build their own car and race it, since they lacked the



This year the featured attraction was the cars of the original Pebble Beach Road Races from 1950-56



Rick Cannon was proud to drive his uncle's Cannon Mk 1, seen here sliding around the original Pebble Beach course

necessary funds to procure a high-end European sports car. Seely's father had an old '34 Dodge chassis lying around which formed the basis of the car. It was fitted with a Ford rear axle, and thanks to its mismatched Dodge/Ford brakes, they fitted the car with dual master cylinders complete with a brake balancer that could be adjusted from the cockpit. A Mercury Flathead engine with three Stromberg carbs and a hotter camshaft was levered between the frame rails, and after bending a custom exhaust and hammering out crude bodywork, they were ready to go.

They entered the first Pebble Beach

Cup in November of that year, and astonishingly, finished in third place behind Phil Hill and Don Parkinson (both in race-prepared Jaguar XK120s), and ahead of a whole host of MGs, Jaguars, Allards and BMW 328s. They continued to race the car on the west coast for several



Al Unser's 1970 Johnny Lightning 500 Special Indy car, powered by a Ford 4-cam Indy V8



It pays to look inside old buildings and barns! This incredible Boss 302 (seen here alongside an original Shelby team Trans Am Boss 302) was discovered and extracted from a Salinas barn just a few days prior to the start of the event

years before it was sold to Minnesota where it campaigned in ice racing events, and drag racing.

Eventually it was found and restored to original race configuration by Rick Cannon, Ted's nephew (who happens to be a Pantera owner as well!). It has since appeared in the Pebble Beach Concours who paid tribute to the original cars of the Pebble Beach cup in their 2006 event. It is an unbelievably crude contraption, certainly when compared to the exquisite engineering found in its contem-



Ford was a major player in the Trans Am series from the outset, winning the first championship in 1966, and numerous other titles in the ensuing years. This year they were celebrated in the Rolex area with a fantastic display



Ford had two, two-car teams for the 1969 season. Carroll Shelby's cars wore his traditional blue, while the Bud Moore squad used this now-iconic bright orange livery



These two cars formed the "2-3" of the legendary Ford 1-2-3 finish in the 24 Hours of Le Mans in 1966. The Ford GT behind ran in the 2017 edition of the race

porary competitors, and it is really a metaphor for the American can-do attitude which has seen us compete and win against our European 'betters' for close to 300 years!

While wandering around the paddock, we kept encountering friends, many of whom we hadn't seen in years. Barn finds were on display here as well, including an incredible Boss 302 Mustang that had just been unearthed from a Salinas barn by a Shelby club buddy; it had been abandoned there in the early 1970s when its owner, who was in the Marines, was transferred overseas and

never returned for it, and it hadn't seen the light of day until just a few days earlier.

The Rolex display celebrated Ford's history in Trans Am Racing, and Ford pulled out all the stops to create a fantastic display of original Trans Am cars along with elabo-



This random Pantera was parked among the race cars in the paddock. Nobody knew who it belonged to....

rate storyboards that told their story. They couldn't resist the temptation to add a cherry on top, and almost as an afterthought, they brought the GT40s that placed 2nd and 3rd in the legendary 1966 24 Hours of Le Mans, which later went on to form the basis for the "Ford vs. Ferrari" book and subsequent movie. Parked alongside them was the newer Ford GT that won its class at Le Mans a few years ago.

There were also loads of Trans Am cars on the track, including Capitol Panteras member Carl Stein in his 1966 Shelby Trans Am Mustang. He purchased it decades ago when it was considered nothing but a clapped-out open track car, complete with massive fiberglass flares and 15x10 wheels on all four corners. He drove it at Shelby Club track days for a couple of years until somebody



Capitol Panteras member Carl Stein and his 1966 Shelby Trans Am Mustang



Monterey saw the debut of Larry Finch's newly restored Pantera



Steve Dalcino and Wally Wyss



The Los Laureles folks put on a wonderful feast

offhandedly mentioned to him that his car was actually a genuine Shelby-built factory race car! He was shocked to hear this, and did some research and discovered it was true!

Completely unbeknownst to him, in November 1965 Shelby was contracted by Ford to build a run of cars to compete

in the new Trans Am series for the 1966 season. Essentially they were GT350 R-models built on coupe (notchback) bodies, except unlike the R-models, the rules forced them to retain their original steel hoods, seating for four, and complete interior upholstery including dash padding and door panels. Only 16 of them were made, making them exceptionally rare.

What followed was a comprehensive restoration back to original factory race spec (and a 100X increase in value!), and he has now been campaigning it at west coast vintage races



The banquet grounds were covered with spectacular Panteras from far and wide

for many years.

As much as we were enjoying ourselves at the track, Friday is the night for the PCNC dinner at Los Laureles, so we made our way back to the van and zoomed over the hill. Once again Steve and Merry Dalcino, along with the proprietors of the hotel, did a terrific job organizing the banquet and providing a delicious dinner. This year, we had a guest speaker in the form of



Even the Concorso Italiano parking lot had great cars to see



Although considerably smaller than in previous years, the De Tomaso contingent was not lacking for enthusiasm, and there were some truly beautiful cars on display



In 2007, Pantera designer Tom Tjaarda came to Los Angeles to create the Tjaarda Design Mustang, which was produced by HRT and used as the hero car for one of the Fast And The Furious movies. While in Los Angeles, he stumbled on a rather nondescript L-model Pantera for sale. Since the engine was only running on six cylinders the price was right, so he bought it, and quickly doodled out new front and rear facias. The HRT people quickly created molds and he grafted them on, painting them silver to highlight them. He also painted all the chrome and black trim in silver, and fitted new wheels. The resultant car remained a one-off, and became the cover car for the Barrett-Jackson auction catalog and was eventually purchased by a Seattle-area enthusiast



Laurie Ferrari Basile proudly wore her Team Pantera Racing Silver State Challenge jacket



An early hybrid car in the traditional sense, meaning a European body with an American motor), the Intermecanica Apollo GT had a body that was built in Turin, then shipped to Oakland where it was fitted with Buick Special running gear. Early cars were called the 3500 GT and used a 215 cubic inch engine, while the later 5000 GT used an enlarged 300 cubic inch version. Of the 88 total cars built, three of them (including one Spyder) were at Concorso italiano, which is rather remarkable



This delightful little car is an OSI-Ford 20M TS. It was produced in 1967 and 1968 by Officine Stampaggi Industriali (OSI), a Turin coachbuilding firm formed as an offshoot of Ghia in 1960. Designed by Sergio Satorelli, who also designed the Volkswagen Karman Ghia, it was built on the German-market Ford Taunus 20M chassis, and was powered by either a 2.0L or 2.3L Ford V6. Approximately 2200 examples were built, of which it's estimated only about 200 still exist, with almost none of them residing in the United States

Wally Wyss, who has worked for decades as a freelance automotive journalist and author of books on De Tomaso and Shelby cars.

As always, following the dinner there was a migration to the hospitality suite, where the atmosphere is far more subdued than in the distant past before it was a BYOB affair. Nevertheless, great conversations took part until the wee hours.

Saturday morning we woke up and made our way to the Black Horse golf course, site of Concorso Italiano. Several years ago, the organizers of the



Matt Stone and Don Coleman offer commentary about Larry Finch's Pantera



A 1967 Ferrari 275 GTB/4S NART Spyder, one of only ten built for the US Ferrari importer by Scaglietti



A non-red Ferrari 308/328 is a lovely (and rare) sight to behold!



Greg Taylor and Dianne Silven's broken Lamborghini Uraco looks identical to this one...



...but instead they brought their Pontiac wagon, which itself attracted an inordinate amount of attention

Concorso made the controversial decision to move their event from Friday to Saturday. Many of us speculated that it would hurt attendance, but initially the contrary seemed to be true, but now at least it seems our fears were well-founded, as the attendance of both cars and spectators was considerably lower than in previous years. But that didn't prevent all who attended from having a great time. There were some truly terrific cars on display, and some might argue that nobody really wanted to see a hundred almost identical Ferrari 308s anyway!

The organizers have wisely added classes for Italian-adjacent cars, such as cars built by other-nation European marques but styled by the great Italian design houses like Vignale and Michioletti. They also took pity on people like Greg Taylor and Dianne Silven, whose Lamborghini Urraco had devoured its



Designed by a British architect named Joseph Emberton, the Lancia Lambda Airway Saloon was built for the British Lancia distributor by the Albany Carriage Company in London atop a short-wheelbase Lambda chassis. Its design was strongly influenced by aviation streamlining conventions of the day, and the interior was similarly inspired, featuring seats not unlike the Vickers Vimy aircraft. Instrumentation included an airspeed indicator, altimeter, gradient meter and a compass mounted on polished walnut blocks. A swivelling searchlight was mounted on the roof. Only a handful were made



Steve and Merry Dalcino



Timeless beauty in the form of a 1968 Lamborghini Miura



This monstrosity was somehow allowed in even though there is no Italian anywhere in it. The Gordon Tronson SSC (Super Super Car) started as a 2001 Corvette. The rear of the chassis was cut off and a new lengthened chassis was formed to cradle two supercharged Corvette engines tied to a single transaxle (which he acknowledges 'may be a weak link'). Gee, ya think? If this hurts your eyes, go back and look at the Miura above for awhile....



There weren't many motorcycles this year unfortunately, but this tiny Moto Morini single-cylinder roadrace bike was absolutely exquisite (with Fiat 850 Spyder behind)



This delightfully scruffy Ferrari 275 GTB, complete with peeling paint, has been in daily useage for decades, and it runs like a top!

distributor rotor and was thus unable to make the show; they instead brought their Pontiac wagon which garnered a surprising amount of attention all day.

Former POCA President and *Profiles* editor Matt Stone was the event master of ceremonies and he gave thoughtful commentary on the Panteras, accompanied by local resident and all-around great guy Don Coleman, who in 1970 was Ford's man in Modena, tasked with getting the Pantera program off the ground.

After a full day spent wandering the grounds and admiring the cars (even with the reduced entries, it was still too large to fully take in properly), we dashed back to Laguna Seca, where Garth Rodericks and Peter Kovacs were hosting a BBQ



This Pantera was incredibly detailed, and looked especially aggressive with its Group 4 flares and black-painted engine bay



Back at the track, Panteras were joined by a Triumph TR8 and Gray Gregory's Ferrari 250 Short Wheel Base berlinetta at Garth Rodericks' campsite. The SWB design was a joint venture between Pininfarina and Scaglietti



Gray Gregory with Erik Kolstoe and Jennifer Sloane (Jennifer's company looks after Gray's race cars)



Larry Stock brought his girlfriend Denise to Monterey in Kent and Sandi Snyder's famous orange Pantera L

at their campsite. Garth has a lifetime lock on the space, and Peter has the motor home, which makes for a perfect combination. We enjoyed a terrific feast of steak and beans and salad, followed by stories around the campfire until the week hours.

The next morning we arrived at the track bright and early—too early as it turned out. The Monterey peninsula is famous for its moderate weather, and while that is part of its appeal, it also manifests in dense, heavy fog at times. On this morning, the fog was so dense that the track was all but invisible. The corner workers were thus unable to see from one corner to the next and it was wisely decided that it was unsafe to start racing, so the track was eerily quiet and



The day ended in the best possible way, with storytelling around a campfire



It was definitely too foggy to safely race on Sunday morning

it was quite some time before the racing commenced.

This afforded us the opportunity to have another wander around the paddock where we saw lots of things we hadn't seen on our visits in the previous days. Particularly noteworthy was the display by the Ragtime Racers, a loose affiliation of people who race cars from before the 1930s.

As the fog lifted and the cars took to the track, we established ourselves in various vantage points to watch the racing action. Besides the many Shelby Cobras as in previous years, there were two genuine GT40s on track (plus a third 'air car' in the paddock). Too, Space City Panteras member Gray Gregory was super-competitive in his Chevron B26, and Chris McAllister, a Mangusta



The Ragtime Racers put on an especially good display, including replicating a period race workshop

and Pantera owner from Indianapolis, had a number of his cars including 289 Cobra, Lotus-Ford F-1 car, Jaguar D-type and Ford GT40.

After the final checkered flag drops, we are always among the very last to leave. We used to dash to catch the second day of the Gooding auction, but since they moved from Sat-Sun to Fri-Sat, this is no longer possible, so instead we choose to take a last wander around the paddock, avoiding the traffic and soaking in as much as we can of the cars on display as they are slowly loaded up for their respective journeys from whence they came. As always, we manage to find other friends with a similar mindset, and we enjoyed a few more long conversations with various Pantera buddies before we finally acknowledged the inevitable need to go home.

The Monterey week is truly the



Nobody is more dedicated to the Ragtime Racer ethos than this fellow, who hauls his Model T race car to tracks up and down the west coast in his 1920 Chevrolet one-ton truck, complete with solid rubber tires. His costume is not a costume—he dresses in 1920s clothing every day of the year!



Lynn Park is a noted Cobra collector and heads a loose affiliation called the Wild West Racers, who bring both road and race Cobras to events all over the country



Gray Gregory is among the fastest racers in his group, and drove to a creditable second place behind the wheel of his Chevron B-36



This GT40 purports to be P/1029, the Scuderia Bear car which was actually destroyed in a fire at Le Mans in 1966, and scrapped. Only a few suspension bits are genuine



This is GT40 P/1051, which was originally built and sold as a road car. Owner Chris MacAllister converted it to full JWA Gulf Mk 1 racing spec



Each day the event organizers selected different veterans of the original Pebble Beach Races to display in the paddock

finest automotive experience North America has to offer. The only criticism that can be fairly leveled against it is that there are too many events that compete for attention and cannibalize from one another. It would probably benefit everyone if event organizers could be convinced to time their events to complement rather than compete with one another.

One outfit that has finally awakened to this reality is the Monterey Motorsports Reunion. Realizing that they were losing a lot of business to Pebble Beach on the Sunday, they finally chose to shift their entire agenda 24 hours to the left, so this year the races will start on Wednesday and conclude on Saturday. (There is also a preliminary two-day race with most of the same cars on the previous weekend).

The 2022 event will again forgo a specific featured marque, and instead choose to showcase a century of Le Mans heritage, with cars that raced at the legendary circuit featured among four different race classes throughout the weekend. They will also have a class for FIA Group 2 saloons (otherwise known as touring cars), such as the Alfa



Quiet in repose, an original street-specification 427 Cobra Roadster, bereft of any vulgar side pipes, roll bars or hood scoops, yet still blindingly fast!

Romeo 1750 GT Veloce, Lotus Cortina, and BMW 1600/2002. And of course, staples such as Trans Am and F1 will be featured as well.

We are now closer to the 2022 event than the 2021 event, so if you haven't already started making your

arrangements to attend, you're behind the power curve!

Consider all the fun you weren't allowed to have over the past two years, and hopefully that will help motivate you to get out of the house and find your way to Monterey in August!



Forrest Straight's privateer Boss 302 Trans Am car loaded aboard his period slant-deck Ford F450 transporter

Second Annual After-BCR Lunch and Weekend Tech Session

Saturday/Sunday, April 9-10

Tom and Cathy Leonard's PCNC After-BCR lunch and tech session will be held at their Glen Ellen home and in Tom's fully-equipped workshop/garage beginning at 8:00 a.m. on Saturday, April 9. If you don't plan on running in the rally (register at www.BreakfastClubRally.com), arrive early and start to work on your own car, or if your Saturday is not available, more wrenching and camaraderie will continue on Sunday, April 10th at 8:00 a.m.

Deli sandwiches lunch will be provided! However you MUST RSVP if you want lunch!

E-mail Tom at TLeonard1928@gmail.com for questions, to RSVP with your lunch sandwich choices, to arrange rack or floor maintenance times for your car during the event. or for information about overnight accomodations.

Those who take part in the BCR rally usually arrive shortly after noon for lunch, and then wrench until 'whenever' that night, and these sessions usually continue into Sunday.

Join us!

Where: 2460 Warm Springs Road, Glen Ellen

When: 8:00 a.m. to whenever, Saturday 9 April and Sunday 10 April

RSVP: (707) 933-7523 or TLeonard1928@gmail.com





Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120



NEXT CLUB MEETING

**Thursday, March 31st, 2022
7:30 P.M.**

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

UPCOMING CLUB EVENTS

- 9-10 April — — — — — Post-BCR Lunch and Tech Session Weekend (Tom Leonard)
- 19-24 April — — — — — POCA Fun Rally (Josette D'Ozario)
- 24 April — — — — — Pacific Coast Dream Machines Show (**CANCELLED!**)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH