



# news

A Chapter of POCA

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

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## Minutes of Meeting 28 April, 2022

The meeting was called to order at 7:30 by the president. All officers were present except for Erik Kolstoe, Denny Morse, Larry Finch, and Irene Smith. Because of Erik's absence there was no raffle; instead Brent Stewart had a few PCNC hats to give away. There were 18 club members present, along with seven people attending virtually via Zoom, and there was one Pantera in the parking lot.

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

**Changes To Last Month's Minutes:** Garth issued a correction to the Breakfast Club Rally and

Tech Session article; he said he did offer up his fender rolling tool for use on Saturday, but nobody who needed to use it got the word until the Sunday as he was about to leave.

**Club Store Report:** A suggestion was made to bring representative items of club store merchandise to the meetings for inspection, so that club members can then place orders for future fulfillment. Steve Liebenow showed a flyer from a 1989 POCA newsletter advertising a host of club store products that could be ordered then, and suggested that perhaps it would be a good idea to resume that practice, in an effort to get our merchandise out to all of POCA instead of to the 5-10% of the club membership that attends the Fun Rally?

**Club Treasury Report:** There was no report this month.

**Club Membership Report:** The report was quite abbreviated; Brent basically said, “We have members”....

**Club Motorsports Report:** In Bob’s absence, Andrew issued some information about events that are relevant to us. The Nor-Cal Shelby Club will be having an extremely rare 105db day at Laguna Seca on June 18th, which would enable Panteras (and other louder cars) to run without being black-flagged for noise violations. Their annual Mini-Nats track event at Sears Point is on August 6th and 7th. And Checkered Flag Racing will be running Laguna Seca on May 29th, and Sears Point on July 17th, October 10th and November 6th. Meanwhile, the American Autocross Series runs at Crow’s Landing on June 4th/5th, and July 2nd and 3rd.

**Club Library Report:** Diane Dean asked that we make a concerted effort to find the Club President’s Book, which is supposed to be handed from one president to the next, and contains everything one needs to know about the administration of the club. Apparently it’s gone missing and there is a faint hope that it is stored with the rest of the club library?

### **Past Events:**

**Breakfast Club Rally and Tech Session:** This event was covered in detail in last month’s newsletter. It was a rousing success, with nine Panteras taking part in the rally, and 12 appearing at the house for the post-rally party and tech session. Tom Leonard said, “Thank Kathy, for she did all the work!” He said they are planning on hosting another similar event in the fall. (Ron Southern then took the opportunity to perform the flaming teabag demonstration that was described in the article, in honor of Tom and Ron’s birthdays and Mike and Lori Drew’s anniversary).

**POCA Fun Rally:** Mark Bailey said the track event was absolutely terrific, but his tow was a nightmare. His miniature SUV was woefully inadequate for the long, hard tow, but it managed to make it there and back without blowing up. Once at the track, Mark burned three full tanks of fuel in his Pantera, which kept on running and running, and didn’t break. Meanwhile, Linda Bailey drove her Porsche and they ran together on the track. He said the Pantera is a complete animal compared to the buttoned-down Porsche, and therefore super-fun. He got a bit over-ambitious and tried to take Turn 10 without braking, and soon found himself looking back at the entrance of the corner as he spun out! Unfortunately only seven cars participated in the track event, so while those who ran had a tremendous time, the event had to have lost a fair amount of money due to a lack of participation.

George Stauffer, the noted Wisconsin-area exotic car dealer who specializes in genuine Co-

bras, GT40s and Panteras, gave a presentation outlining his career highlights, including being the US importer for the GT5 Panteras.

Gary Kono suffered an alternator flameout and spent much of the weekend trying to source a replacement. His new alternator only lasted as far as Barstow before it fizzled out and they wound up getting towed the rest of the way home, riding as passengers in a dually pickup tow rig, which was much more comfortable than the Pantera! (Forest Goodhart subsequently discovered that the wire connector was barely hanging on to the wire, leading to tremendous resistance; a new connector fixed it once and for all).

Forest and Judy are the only couple who have driven their Pantera to every single Fun Rally, and they are two of only six people who have attended every iteration of the event.

Reno-Tahoe Panteras member Jerry Brubaker has a history of collapsing at POCA events due to untreated diabetes, but this year his collapse was far more serious. He was taken away to a local clinic and later a hospital, where they diagnosed a heart condition. Thankfully he was stabilized, and a few days later they chartered a jet to fly them to their Reno home, and later on another one to take them to their home in Ohio. Forest had to drive Ann to the hospital to visit him each day. She offered a classic quote: "I don't mind riding in a Pantera, I just don't like driving in a Pantera when Jerry is driving it!"

Steve Liebenow shared some mileage statistics. His Pantera odometer is off by 10%. According to his GPS, they traveled 1985 miles one-way to the Fun Rally, and more miles on the way back because they detoured through Sedona. They stopped for gas a total of eleven times, the cheapest gas was in Sedona at \$4.19 per gallon and the most expensive was \$5.79. He burned a total of 105 gallons, and averaged 17 mpg. Meanwhile, Forest Goodhart averaged 17.1 mpg in his 460-powered Pantera.

See the article elsewhere in this newsletter.

### **Upcoming Events:**

**Cobra Experience Car Show — 4 June:** The Cobra Experience museum in Martinez will be holding their 8th annual Ford-only car show, and will have a Pantera category as well. The cost including lunch for two and (hopefully) entry to the museum is \$62. Current Covid restrictions will likely be lifted by then. See the flyer elsewhere in this newsletter.

**Festa Italiana Car Show — 12 June:** Festa Italiana is a celebration of all things Italian, including food, wine, art, music, and of course cars! There will be a car show where entrants must fit into one of several categories, including Italian vehicles, Non-Italian vehicles owned by an Italian, or any vehicle owned by a friend of an Italian!

See the flyer elsewhere in this newsletter, and surf on over to [www.festa-italiana.com](http://www.festa-italiana.com) for more info.

**Hillsborough Concours d'Elegance — 25-26 June:** This is one of the most prestigious concours in the USA, and will feature a tour on the Saturday as well as the actual Concours on the Sunday. This year one of the classes is "Modified European Sports Cars Through 1987" which was created especially to accommodate Panteras! The deadline for entries is nominally April 30 (as in, just about when you are reading this), although it's always possible the organizers could be a bit flexible given the very late notification. Head on over to [www.hillsborough-concours.org](http://www.hillsborough-concours.org) for more info, and to sign up for the event.

**Ironstone Concours Weekend — 24-26 September:** The Ironstone people have always

been good to us and have hosted a De Tomaso-specific class, and PCNC has always had a great turnout supporting this event. The organizers have a classic car rally on the Friday, but Dave Lindsay (who lives up there) says he wants to organize a PCNC-only rally along those same roads. Now is the time to be making hotel reservations. Unfortunately the Ironstone Concours website has been allowed to wither and die. Hopefully they can get their act together quickly and get it up and running again.

**All-Italian Car Show In Alameda — 2 October:** The Alfa Romeo Association will once again host this delightful show at the Alameda Main Street soccer field. Watch for an event flyer later in the summer.

**PCNC Christmas Party — 10 December:** Last year we were forced to relocate to a different venue due to our chosen location still being shut down for Covid. Although the party was great, it was more costly (mostly because we had to rent and buy various things that the other hotel provided for free). This year, the original venue in San Mateo is welcoming us back, and we have a terrific working relationship with them, so Dennis Valdez issued a proposal that we return there, which was met with resounding approval.

**Other Events?:** Currently we have no events planned in July or November. Diane Dean is proposing hosting a Bad Taste party at her home in October. Stay tuned for more....

### **Club Business:**

**POCA President's Breakfast:** PCNC accidentally sent four representatives for Andrew Duafala to the annual POCA board meeting because each had been asked to fill in separately and none were aware the others were coming. So PCNC was overrepresented at the affair. The biggest news is that next year is the 40th anniversary of the Fun Rally and the 50th anniversary of POCA, so consideration is being given for having the Fun Rally in Las Vegas in tribute. Other proposed locations are Reno, and Phoenix once more.

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

**Pantera For Sale:** After barely owning it a year, and working all the bugs out of it along the way, John Mardesich has decided to put his L-model Pantera up for sale on Bring a Trailer. He feels too much pressure owning a classic car and has decided to buy a Lotus Exige now, and is on the waiting list for a new Lotus Emira. He had an example of the beautiful yellow watercolor Pantera print to give away, and Dennis Valdez claimed it. (*The Bring A Trailer auction went live on May 24th*)

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

**Getting Tired?:** Diane Dean talked with her cousin, who is highly placed in the auto industry in Detroit. According to him, there is another crisis looming on the horizon. He said there is a massive worldwide rubber shortage, caused by a variety of factors including massive shutdowns in China over Covid, as well as Chinese holidays. He said the raw material shortages will soon start impacting tire producers, and it may soon become difficult to get some tires. So if you are thinking you need to buy tires anytime in the near future, now might be a good time to get

them before supplies (temporarily) dry up!

**Who Wants A Million Horsepower 351C?**: When Brent bought his Pantera in 2008, Dick Drense had a race car he was trying to sell. He sold the car without the motor, and Brent bought the engine, which was advertised as being dry sumped, with 650 horsepower. It has been sitting ever since. A few months ago he had a run stand built, and he said he plans to start and run it for the first time soon. He has no immediate plans for it.

**Speaking Of First Starts...**: Greg Taylor's ongoing Mangusta restomodification has been moving forward steadily for the past few years, and he fired up his Weber-inducted stroker motor for the first time a few weeks ago. His Inglese-tuned Webers worked perfectly right out of the box, and the motor idles perfectly. He is currently struggling with clutch hydraulic issues because of mismatched master cylinder and slave cylinder bore diameter. He can't depress the pedal at all as a result!

**Hat Trivia Game:** In lieu of a raffle, Brent offered up hats as trivia prizes. The first question he asked was, "What is the best Pantera color?" People suggested various colors and the first person who said "Red!" (the color of Brent's Pantera) won a hat. The second question was "What is the best model year for the Pantera?" Since he owns a 1972 car, predictably enough the 'correct' answer was 1972! He then gave the remaining hats away to whoever wanted them.

The meeting then adjourned to the parking lot at 8:43 p.m.

## Membership News

### **New Members for May:**

We have one new member, **Tom Price** from Larkspur. After several attempts to make contact we still haven't been able to connect, so hopefully we will learn more before next month.

### **May Membership Anniversaries:**

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

**Bob Crowell:** 31 years

**Garth and Leslie Rodericks:** 19 years

**Terry Griggs:** 17 years

**Gary Spratling:** 15 years

**Brent and Bev Stewart:** 14 years

**Jeff Files:** 6 years

**Ted Dobos:** 1 year

**Katherine Gerloff:** 19 years

**Scott and Susie Carpenter:** 18 years

**Dan and Annie Lem:** 15 years

**Dennis and Carol Wilson:** 15 years

**Richard and Tamara Spratling:** 11 years

**Jim and Nicole Gearing:** 3 years

# 2022 POCA Fun Rally

Story by Mike Drew

Photos by Mike Drew, Chuck Engles and Scott Mead

Here we are, back at home, and I'm happy to report that the 2022 POCA Fun Rally was a complete success. If I'm honest, I was quite concerned going into it that it would be another Henderson-style disaster, so I'm extremely relieved that my concerns were not realized.

Every year for more than 30 years, I have looked forward to the arrival of springtime, for that always meant the POCA Fun Rally was about to take place. Back when I first joined the club, there was never a consideration as to whether one would or would not attend—it was simply a given that everyone who had the ability to travel (either by driving or flying) would be in Las Vegas. Back before the days of the internet and social media, the only way that people interacted, and saw one another's Panteras, was by physically traveling to club events, with the Fun Rally being the first and by far the foremost among them. The second time I went, in 1991, there were almost 250 Panteras, and over 1100 people present. It was absolutely fantastic.

But as the years passed by, the world changed. The ownership demographic of the club slowly started not only getting older, but *acting* older. Gas became more expensive, and Panteras became more valuable, so much so that some people were reluctant to drive them. But most significantly, in my view, our society changed, such that people who used to actually speak to one another on telephones now only send text messages. Internet forums and websites and social media sites allow instant gratification at any time of day or night, 365 days a year. People are now in constant, albeit distant communication, and we are able to see new photos and videos of Panteras every day. No longer do we need to make the effort to cross the country in order to catch up on the latest and greatest trends in the Pantera world, or communicate with our friends.

Largely because of these factors, attendance at the Fun Rally has slowly



*A group of Panteras drove via back roads from Oklahoma to Arizona*

dwindled. I remember the first time there were only 500 people there, then 400, then 300, with a commensurate reduction in the numbers of Panteras present. The event reached its absolute nadir in Henderson, Nevada, when POCA had pledged a minimum of 200 participants to the hotel, yet barely more than 100 actually showed up, with only 25 Panteras, and the club took a financial haircut to the tune of \$50,000. Then Covid hit, and the past two Fun Rallies had to be cancelled outright.

I had assumed that pent-up demand for human contact would result in an explosion of interest in the return of the Fun Rally, but in the past few months, I was extremely disappointed to see the utter apathy displayed by the members of PCNC. Historically, there have been two (at least) convoys of Panteras from our area, with some content to just drone down the freeway, and the more ambitious among us choosing to take scenic mountain and desert back roads. I again pledged to lead the latter group and was quite distraught when it became apparent that *nobody* else wanted to actually drive

their Panteras to the event in a spirited manner, and in fact, almost nobody even planned to go at all! I therefore imagined another financial bloodbath for the club, and I found it difficult to muster any enthusiasm at all about attending. How much do you look forward to a party when you believe practically nobody else will be there?

Faced with the prospect of driving alone for two days in the desert in a car with no air conditioning, when gas is nudging \$7.00 a gallon, and factoring in the reality that we could instead just fly there for free (airline pilot privilege), eventually we decided to fly instead of drive. We were committed to going, but weren't overly excited about it, which made us both quite sad.

The flight to Phoenix was uneventful, and after picking up our brand new rental car (with arctic levels of air conditioning), we headed straight to the track to check out the track event.

I had noted almost nobody stating their intent to take part in the track event, and assumed that the organizers were sharing the track with another,

larger group, piggybacking upon their existing event. So it was with a real sense of horror that we pulled into the paddock and saw only a tiny handful of cars present. The silence was almost deafening. It turns out that the Phoenix guys had forked up the big bucks to rent the track for two days, and only *seven* cars were signed up to participate! (Interestingly, almost half of them were driven by women).

Among them were Mark and Linda Bailey (which means that PCNC comprised almost a full third of the event participants), who, it must be said, were having the time of their lives. Mark was in his Pantera and Linda in her Porsche Cayman, and together they



***Mark Bailey mercilessly beat on his Pantera for two straight days, and it ran like a top the entire time!***



***Not one to be outdone, Linda Bailey put in countless laps behind the wheel of her Porsche***



***Event organizer Kevin Hubby debuted his radically restyled Pantera track car, which featured customized front and rear ends***



***Anytime Jim Kuehne is around, you know a good time is about to happen! He made the drive in his Pantera with fellow Okie Pantera owner Wil Payne***

were chasing one another around and around, then coming in for a quick respite, then going back out again. Kevin Hubby was driving his Pantera-based track car (which started life as a Pantera, but it was extensively remodeled by impact with a wall in its distant past and now sports a completely unique nose and tail configuration), and there were four other Panteras taking turns circulating around the track as well.

There were a handful of spectators, and everybody seemed to be having a great time. Shortly after we arrived, a black Pantera pulled up and Jim Kuehne hopped out! He and his friend Will had driven all the way from Oklahoma! He is looking hale and hearty as ever, with no indication of recent health challenges, so it was really



***Rounding the corner to the top floor of the garage I was thrilled to find a whole bunch of Panteras!***

heartening to see his smiling face. No matter what else happened, as long as Jim Kuehne was there, I know we would have a good time!

I saw no indications of concern on the faces of the track event organizers, so I have to assume that they had managed to prepare themselves emotionally for whatever financial hit they were taking due to the lack of participation.

Still, as we left the track and headed to the hotel, my sense of foreboding had increased even further. I love this club, and the people who comprise it, and I was almost dreading what we would find when we got to the hotel, the presence of Jim Kuehne notwithstanding.

Soon enough, we arrived at the casino, standing all alone way out in the desert about 20 minutes south of Phoenix. After checking in, I drove to the parking lot, heading upstairs to the dedicated POCA parking area. I rounded a corner, and there I saw—Panteras!

Not just Panteras. *LOTS* of Pan-

teras! Hey, how about that! If there are a bunch of cars here, that has to mean there are a lot of people here too! Maybe this thing won't be such a disaster after all?

And so it was!

In fact, attendance was greater than forecast, with almost 170 people present, and the Panteradensity was notably higher than in most previous years (although, perhaps because of

a bit of disorganization and the fact that there were often competing events at the same time, there was never a time where all of them were together at the same time so it's impossible to really know



***The Smiths held court at the club store along with their massive and unbelievably friendly Great Dane***

how many Panteras were there).

On our drive to the hotel, I phoned Marcus and Irene Smith, who had graciously agreed to haul the contents of the club store from their home to Phoenix. It turns out they were due to arrive at about the same time as us, so I joined them in schlepping the goods from their borrowed enclosed car trailer up to the hospitality suite. Curiously, besides bringing their Pantera, they also brought their dog (and I use the word 'dog' loosely, because it's a Great Dane that is about the size of a small pony!), which meant the Pantera would get awfully crowded if they drove it anywhere!

It had been a long travel day for Lori and me (we had to leave the house at 4:00 a.m. to catch our flight), so after some time spent in the hospitality suite, and a quick snack at the casino snack bar, we called it a night early.

The next morning, there were two events to choose from. One consisted of a group drive to a resort area called Tortilla Flats, which boasted some fun



***Mike Drew catching up with old friends Bob Reid from New York, Sandi Snyder from SoCal, and Dave Hall from Colorado***





*Each morning's drive began with a comprehensive driver's meeting to iron out the details*

roads, a lake, and a rustic roadhouse lunch, while the other featured a drive to Casa Grande Ruins National Monument. As we had done the Tortilla Flats run on a previous iteration of the Fun Rally, this time we decided to give the ruins a look.

We got to the parking lot and saw... nobody. Eventually we discovered that there was a separate staging area and we needed to hustle downstairs to meet up with the group. We wandered around talking with people we hadn't been able to see for several years, and that was extremely gratifying.

I found myself speaking with a longtime Fun Rally attendee, an extremely cheerful fellow who has always hidden his advanced age well. After a few minutes of speaking with him, I realized that there was something slightly off. It turns out that in the previous two years, he had sadly slipped into a state of de-

mentia. Although he retained his terrific personality and great sense of humor, it was clear that he was not his normal self. He was in his Pantera, which was being driven by his brother-in-law, something which he said he found confusing and a bit distressing, but he cheerfully committed to just going with the flow.

Although initially it was another spot of sadness for me, being confronted with the rapid



*Peter Revson, an heir to the Revlon fortune, was a very successful F1 driver, and owned a Lincoln-Mercury dealership. He formed a side company specializing in aftermarket parts for the Pantera and Capri (both lines carried in his dealership). This car was sold new by him, and was equipped with many of his aftermarket parts from new. A true survivor, bone stock apart from the "day one" Revson parts (complete with Revson decals on the nose), it languished in a garage in Oklahoma for decades before being rescued by an existing Pantera owner in Phoenix*

aging of the club's membership base, throughout the course of the weekend I was also inspired by him. He was absolutely determined to have a terrific time, and everyone around was equally determined to bend over backwards to make sure that happened. Whenever he wasn't with his brother-in-law, somebody took it upon themselves to take him under their wing, and arranged rides for him

to all the events he wanted to go to. He had great conversations with all his old friends in the hospitality suite, and it's quite possible that nobody had a better time this weekend than he did, thanks to the familial support offered by the members of POCA.

I really love this club.

The driving event organizers did a terrific job of laying out a route, and issuing multi-page handouts sheets with maps and turn-by-turn directions. We departed a bit late as there were a few stragglers wandering around in the parking garage wondering where everybody else was, but eventually we were on the road. The leader was setting a slow,



*A new owner who had never owned a classic car got a hand with idle speed adjustment from Gil Mares*



*Everyone was fascinated by the Casa Grande ruins, which were built by hand before the discovery of the wheel*

perhaps too slow pace, and some people blasted past him. Some of those people were heading to the track, and the others missed a crucial turnoff and followed the track people, and eventually found themselves going the wrong direction. Fortunately they discovered their mistake before too long, programmed the site in their GPS devices and found their way there on their own.

Meanwhile, after a 45-minute drive along mostly straight two-lane roads and a bit of freeway, we pulled into Casa Grande.

This was a fascinating spot, consisting of the ruins of one very large adobe building, along with numerous

foundations of other buildings. A visitor center explained the origins, although there was an awful lot of conjecture, as the ancient people responsible for its construction had more or less disappeared into the mists of time, presumably slowly evolving into the more familiar Native Americans



*Lunch afterwards was a real feast of traditional old west grub, served in a delightful outdoor setting*



*Jon Haas gave a great presentation on how to troubleshoot common electrical component failures*



*The PCNC store featured a cornplethora of Pantera-themed shirts, bags, hats, umbrellas, blankets, tablet cases...almost anything you could think of, really!*

of the old west, who further evolved thanks to the intermingling with Spanish explorers/conquerors.

After a half hour or so of wandering the grounds and marveling at the fact that this huge structure, built by hand out of mud, had remained standing for over a thousand years, eventually we returned to the cars and set off for lunch. The chosen venue was a great place called San Tan Flat, which is a very American eatery featuring burgers, sandwiches, wraps and quesadillas.

It had a very western theme, and the outdoor seating area was thankfully cooled with misters, making for a very pleasant experience.

It was still relatively early in the day when we set off back to the hotel, where a series of technical discussions was set to take place. The first one was hosted by Jon Haas, the proprietor of Pantera Electronics, a company dedicated to creating modern solution to age-old electrical problems (and, admittedly, some non-problems too). Rather than just being a big sales pitch for his excellent products, instead Jon shared his electrical systems wisdom with a presentation on testing Pantera switches and relays. It's his contention that many of the electrical problems an owner can face can be attributed not to fundamental flaws in the system, but instead simple component failure, and he gave guidance on how to troubleshoot the various com-



*Fun Rally founders Kent and Sandi Snyder were on hand, selling a lifetime of collectibles and trinkets they accumulated during their 40+ years of Pantera ownership*



*The truly ambitious were rewarded with a great photoshoot of their Panteras in front of a B-47 and a B-52*



*Scott Mead's Pantera in front of an F-15 Eagle*

ponents, identify the bad actors and replace them, arguably something that might be construed as against his best interests.

The tech session audience consisted exclusively of the XY chromosome and once the talk was done, everyone

migrated to the hospitality suite once more. Even more people had arrived and the number of attendees was steadily growing. This felt like the Fun Rallies of yore, and it was difficult to break away from all the great conversations. Eventually the hotel staff let it be known that it was everyone's bedtime and we were kindly but unceremoniously escorted out of the room and sent off to bed!

The next morning we were again faced with two choices. The more ambitious among us committed to get-



*The dwarf car collection consists of a large number of perfectly scaled-down replicas of classic American cars. Even the interiors are accurately reproduced. The amount of hours that goes into the creation of each one of these cars must be almost unbelievable*

ting up at 4:00 a.m. and leaving at 5:00 a.m. for the two-hour freeway drive to the Pima Air and Space Museum in Tucson. This is a terrific museum, with hundreds of aircraft on display, many of them outdoors (refugees from the nearby aircraft boneyard at Davis-Monthan Air Force Base, right across the freeway), but with some terrific buildings featuring noteworthy aircraft displays (along with much-needed air conditioning). Fortunately for me, I had flown a C-5 mission to D-M just a few months earlier and had been able to spend almost a whole day touring the museum, so I felt no compulsion to get up at the crack of dawn to see it again.

The other option seemed much more palatable for a vacation—a much more relaxed getup time, and a drive to a nearby Dwarf Car collection. Now, I'm familiar with dwarf cars in the traditional sense—they are small, tube-frame dirt track race cars which have bodies that replicate various 1930s sedans, and they are powered by four-cylinder motorcycle engines. They are basically entry-level sprint cars, about half-scale. So this is what I was expecting. This is not at all what we saw!

Ernie Adams is an 81-year-old eccentric, of the type not uncommon in rural England, but largely unknown here. For whatever reason, decades ago he got it into his mind to fabricate a perfect partial-scale replica of a 1928 Chevy two-door sedan. Using sheet metal salvaged from nine old refrigerators, a homemade hacksaw, hammer and chisel,



*Ernie Adams was incredibly modest as he described the incredible process of recreating cars in a reduced scale, working solely from photographs!*

and an 18-horsepower Wisconsin motor, he set to work, and after several years, he had a running, driving, perfectly scale miniature car. If it was parked at a distance there is virtually no way of telling that it's not the real thing. From there, things spiraled out of control, and he started making one car after another, finally settling on a formula of Toyota four-cylinder powertrains. Working simply from photographs that he enlarges and scales to fit a specific

wheelbase, he then bends and hammers metal, making the bodies, to include all chrome trim and accessories, and the results are simply mind-boggling. What's more, each of them is rendered fully street-legal and they are all licensed and driven regularly.

He works out of a simple metal workshop located way out in the desert, where all American eccentrics like to be. He was an incredibly charming and welcoming fellow, and was unbeliev-

ably humble despite the fact that he is clearly possessed of gifts and talents that the rest of us could only hope to approach. While people with his abilities often make fortunes for themselves producing six- and seven-figure hot rods, or doing restorations of near-priceless collector cars, instead he just likes to tinker and entertain himself by building these incredibly cute tiny replicars. His workshop is filled not only with the results of his labors, as well as works in progress, but also a lifetime collection of automobilia and antiques, to include a full 1930s barber shop.

We were awed with his abilities, while at the same time somewhat puzzled at how he chose to use them, but everyone left there absolutely filled with admiration for him. Here is a man who knows who he is, knows what he likes to do, and spends his entire life in the pursuit of an incredibly odd and unique little passion.

Feeling more than a little bit inadequate, we returned to our cars that were all built by people besides ourselves, and then drove to lunch. We were privileged to be joined in our rental car by Kent and Sandi Snyder, the founders of the POCA Fun Rally, and we enjoyed great conversations during our drives, and at lunch. This day's chosen venue was the Raceway Bar and Grill, a large restaurant absolutely filled with automobilia, to include about a billion license plates.



*Lunch at the Raceway Bar and Grill was a bit of a wait, but the wait was worth it as the food was excellent, as of course were the conversations!*



*In the workshop, a 1964 Chevrolet Bel Air was slowly taking shape*

The place was packed before we got there, and our group quickly filled the remaining tables. The wait staff warned us that we might have a bit of a delay before our food was served, which bothered us all not one bit. The conversation flowed as freely as the endless soft drink refills, and finally lunch was served, in enormous portions we all struggled (and mostly failed) to finish.

There were various derelict cars and rusty parts scattered around the outside of the restaurant, all part of the motif. Steve Liebenow, PCNC's resident junkyard scrounger, spotted a

single cast iron exhaust manifold, and his encyclopedic knowledge of Ford part numbers enabled him to identify it instantly. It became something he felt he couldn't live without, so he scooped it off the desert floor and marched inside with it, and soon emerged as its happy new owner!

We then returned to the hotel, where Jon Haas was busy installing his replacement LED license plate light on the back of a Pantera in the parking lot—that's what you call customer service! As Lori peeled off to head to the hospitality suite, I joined the rest of the XY crew and made



*Noted Ford parts expert Steve Liebenow found a rare Cougar manifold*



***Ford 351C guru Dan Jones was on hand to discuss engines generally, and specifically point out how completely different plans can wind up arriving at the same result***

my way towards the tech session room. Along the way I was shocked to bump into Becky Boschee and her husband. Long the heart and soul of Pantera Performance Center in Colorado, she retired to Arizona several years ago. Learning of the presence of the Fun Rally, she and her husband swung by just to say hello to the many customers she used to speak

with on the phone all the time. It was great to see her!

Noted 351C expert Dan Jones held court in the tech session, and his chosen topic was a discussion



***For many years, the distinctive voice of Becky Boschee was unmistakable whenever you called Pantera Performance Center. It was a real treat to run into her with her husband in the hotel hallway***



***Jon Haas helping a new customer install his LED license plate light***

on two different means to the same end. He compared an ultra-low-budget 351C build he designed for Lori, with a would-be high-MPG economy engine for Chuck Engles. Chuck's engine was a bit of a failure in that it produced much more power than desired, which most people would consider a success! However its fuel economy wasn't nearly as good as hoped for, and in the end, despite the fact the two engines featured very different internals, they delivered very similar results.

Back in the hospitality, the Smiths were spending much of their time manning the club store (which was orders of magnitude larger than any other chapter's store), ably aided by numerous PCNC volunteers. Their monster dog proved to be enormously friendly



*Streetside Classics had over a hundred mostly American classic cars on hand, along with some modern fare*

and appreciative of all the attention, but after a few days the hotel manager got a bit nervous and asked that he be kept in their room, which most of us viewed as being rather unfortunate. We spent many hours circulating in the hospitality suite, catching up with everyone we hadn't yet spoken with.

Gary Kono was concerned. He had driven his Pantera to the event, and the car has proven to have a healthy appetite for alternators. Sure enough, he had sizzled another alternator, and he spent much of the weekend chasing after a replacement and trying to discover what

the problem was.

The dining options in the hotel were rather limited, and as we were still full from lunch and didn't have especially lofty dining ambitions, we joined some others in the mid-level restaurant and just shared a salad.

The next morning's event was a car show at Streetside Classics, a local purveyor of collector cars. Lori decided to have a bit of a lie-in, so Dan Jones took her spot in our rental car, and at 8:30 we set off in a convoy of Panteras. We arrived at the location to see that most of the Panteras were already there, and

although we tried to look at the cars, we kept finding ourselves in interesting conversations with interesting people, to include some new owners, and by the time it was over, I realized I still hadn't really studied many of the Panteras.

The dealership itself was absolutely huge, and filled with the types of cars that don't interest me at all. I'm a bit of a collector car snob, with an affinity for fast European sports cars, whereas this place was chock-a-block with hot rods, musclecars, '50s classics and pickup trucks, along with some rather ordinary 1980s and 1990s Corvettes. Some of the Pantera guys were in heaven, but the only thing I found remotely intriguing was a Sunbeam Tiger, and a very tasty 1967 big-block Corvette coupe.

We heard an incredible engine start up, and discovered an employee moving a T-bucket (complete with vertical steering wheel column) powered by an absolutely huge supercharged big-block Hemi. The rear tires were a week wide, it had bicycle tires on the front, no brakes worth mentioning, and it appeared to be absolutely lethal to drive. No thanks!

Upon returning to the hotel, there was a very improvised car display on the roof of the parking structure. Originally scheduled for 6 p.m. the night before, it had to be postponed due to high winds. Not everyone got the word about the new schedule, so there were only about 25 Panteras in the group photo, which was a pity considering there were almost



*Of far greater interest were the many Panteras parked out in front of the dealership. There were too many to take them all in properly in the limited time we were there*

60 Panteras present, including an incredibly rare Pantera Si belonging to former POCA president Gerry Romack. Of the 41 examples built, only three or four are in the USA, and his is the only one I know of that is being actively driven. It's a spectacular car!

The members of the POCA board along with representatives from each chapter gathered for the annual board meeting, which unfortunately got bogged down in minutia, as some people with a clear lack of understanding of how things work railed on and on about how POCA should not be sponsoring track events (Note: POCA has not sponsored a track event for more than 30 years!)

Nevertheless, there was some productive discussion about the need to form a professional committee to stage the annual Fun Rally so it isn't



*Arguably the most significant car present was Gerry Romack's 1990 Pantera Si*



*The rooftop car display was sadly undersubscribed due to the unannounced schedule change*



*Marcus Smith barely got a chance to drive his Pantera all weekend due to the shared demands of helping at the club store, and looking after his dog*

done on such an *ad hoc* basis, as well as discussion about potential locations for next year's event. Given that it's the 50th anniversary of POCA and the 40th anniversary of the Fun Rally, there is some interest in holding it at the newly remodeled Plaza hotel in downtown Las

Vegas once more, or perhaps another Las Vegas site. Alternatives include Reno, or a return to this year's location in Arizona. The decision arguably should have been made long ago, so the club is already behind on planning. Stay tuned for an answer later this year, and be flexible with your schedule!

We then returned to our respective rooms for a bit of a clean-up, before reporting back to the hospitality suite in advance of the banquet. Although these sorts of affairs often result in a barely palatable rubber chicken dinner, the hotel did a great job and the various entrees were all surprisingly delicious!

We were privileged to have a guest





*The POCA board met with representatives from each chapter, along with the hosts of this year's Fun Rally, to discuss a number of important items, chief among them the future of the Fun Rally, in both the near- and long-term*

speaker that many people have heard of, yet nobody knows—George Stauffer. He is the proprietor of Stauffer Classics Ltd, a collector-car showroom in Blue Mounds, WI. He sort of wound up in the collector car trading business by accident, and soon found himself specializing in Ford-powered racing cars, to include Shelby Cobras, Daytona Coupes, GT40s and Group 4 Panteras (as well as street versions of each of those).

He got into the business in the early 1980s, when these cars were only moderately expensive, nowhere near the stratospheric levels they are today. He regaled us with stories including one where he was able to buy four cars at once, derelict and crated up in a warehouse in Belgium. They consisted of a 427 street Cobra, a rather tired-looking Gulf GT40 Mk I, a 1967 Ford GT Mk IV, and a 1966 GT40 Mk II. Although



*George Stauffer was our guest speaker, and shared incredible stories of being in the collector car trade before and during the huge boom in values*

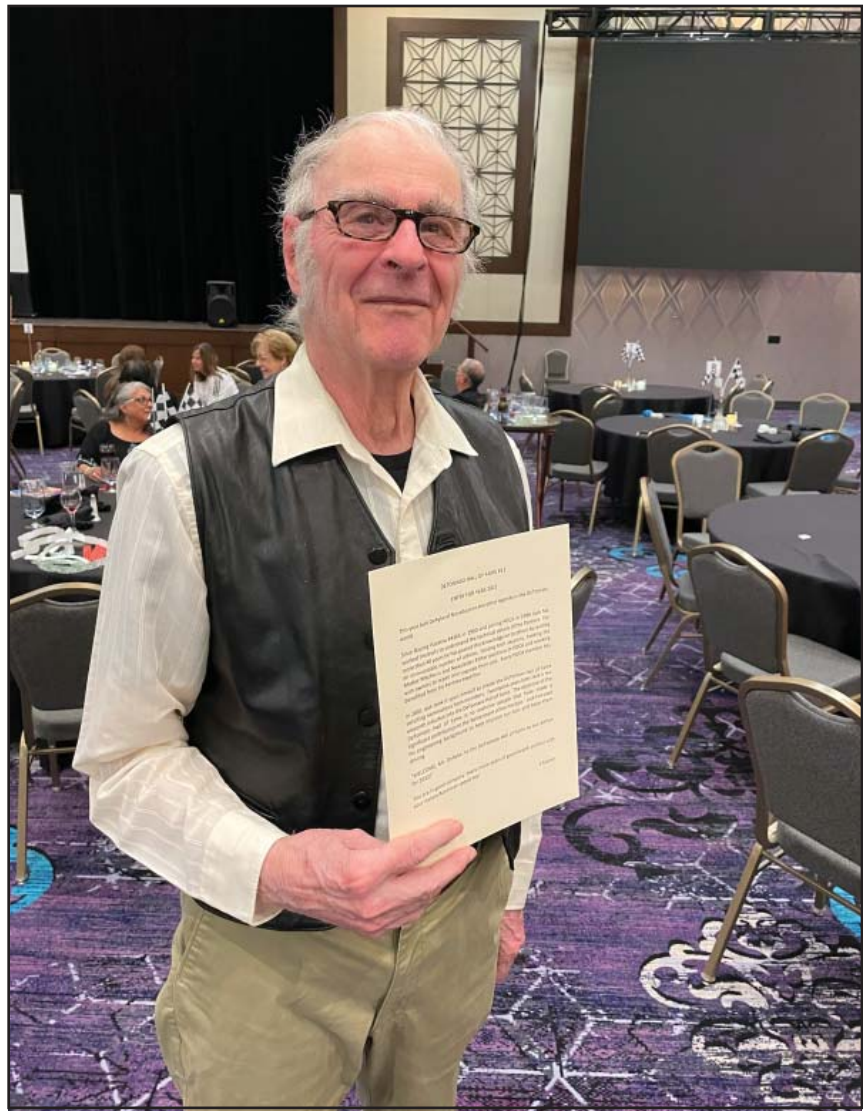


*The banquet room was perfectly located immediately alongside the hospitality suite*

he was primarily interested in the Mk IV and planned to sell the rest off quickly, once he got to looking at them, he realized the Mk II was the 1966 Le Mans winner! He brought them all home, and gave a pragmatic restoration to the Mk II and vintage raced it for years, before eventually selling it for a reported \$10 million. (It has since sold for \$22 million, received a comprehensive cost-no-object restoration to original Le Mans specification, and then won its class at Pebble Beach).

Along the way, he almost accidentally found himself the exclusive US importer for the Pantera GT5. With the help of Kirk Evans, he was able to federalize the cars and sell them here. Motor Trend magazine arranged for a photo shoot on a beach with a model walking a live Panther on a leash, and we were subjected to approximately 11,843 different photos from that shoot, which caused the talk to stall out a bit. Nevertheless, George proved himself to be an interesting and friendly character with loads of great stories to tell.

Along with the various car show awards, POCA president Scott Martin announced the board had decided to induct another person into the De Tomaso Hall of Fame. The Hall of Fame was the brainchild of Jack DeRyke many years ago, and occasionally notable people (starting with Alejandro De Tomaso himself) are inducted. This year, in a completely surprise to everyone, the



***Jack DeRyke was stunned to be inducted into the De Tomaso Hall of Fame that he himself created***



***The Goodharts are the only people to have driven their Pantera to every single POCA Fun Rally!***

chosen inductee was Jack DeRyke himself!

Jack hadn't been able to attend a Fun Rally for many years, owing to Judy's declining health. This year Larry Stock was approached by the board who asked him to drag Jack to the Fun Rally if he had to. Jack was standing tall and proud all weekend, looking hale and hearty at 85, and he had no idea of the honor that was about to be so deservedly bestowed upon him. When he heard his name called, he couldn't contain his emotion and burst into tears. It was a memorable moment for everyone.

Six people were recognized for having attended every single Fun Rally since the inception, including the founders Kent and Sandi Snyder, So-Cal owners Kurt and Joyce Bernatske, and our own



*POCA President Scott Martin presented the longest distance driven award to Bill Van Ess, the creator of the original De Tomaso registry. Bill drove his Pantera all the way from Michigan, fogging for mosquitoes the entire way as he suffered an intake manifold gasket failure and sucked gallons of oil from the intake valley into the combustion chambers! But the car made it home in one piece, and thankfully it will be an easy repair*

Forest and Judy Goodhart. Significantly, only Forest and Judy have driven their Pantera to every single event!

With the formalities over, the raffle commenced, and as usual it proved to be interminable. However, a lot of great prizes were won by a lot of great people, with the proceeds from raffle ticket sales going to help perpetuate the club, so it was all for a good cause. Significantly, Kent and Sandi finally sold their Pantera (to a fellow in Sacramento), and they donated scads of De Tomaso items to the club to be raffled off, when they easily could have profited greatly from selling them on E-bay. Their continued generosity of spirit serves as an example to each of us.



*Jim Kuehne won a gift certificate from Pantera Parts Connection, and as he has an existing order in the works, he wasted no time in making sure Larry Stock applied the certificate to his order!*

Conversation continued late into



*Long after the formal part of the evening concluded, plenty of people stayed behind to have those last conversations before heading home*



*Our bartender was an immigrant from Nigeria and had more fun than anybody!*

the evening, until finally the hotel staff called time, and the last few folks straggled off to bed.

We had an early departure the next morning, and made our way to the airport for a completely uneventful flight home. Unfortunately the Kono's drive was halted partway home when his newest alternator gave up the ghost, and they had to be towed the rest of the way home (the problem was later discovered to be a simple wiring connector issue, very mysterious to diagnose but thankfully easily resolved).

The Arizona folks can't be praised highly enough for the great job they did putting together this Fun Rally. All the events were well thought-out, they provided terrific turn-by-turn directions for all the driving events, the facility was a perfect blend of comfort and good value, and the agenda offered something for everyone, without being overly packed each day, so we could have plenty of downtime either to relax in the room, or hang out in the hospitality suite.

I cannot fully express how happy I was at how the Fun Rally turned

out. Although my legitimate concerns going into it had really negatively colored my expectations, thankfully a lot of great people decided it was still worth it to meet one another face-to-face and personally share the passion for these extraordinary automobiles.

I can only hope that more people will be inspired by their example, and that next year and in the years after, the question will no longer be one of who is planning on attending, and instead we will simply all consider the mechanics of how *everyone* plans to get there!



*Larry Stock and former POCA President Les Gray*



*Gil Mares, Kevin Hubby and Dave Anderson did the lion's share of the organization for the Fun Rally, and they deserve a tremendous amount of credit for the unqualified success of the event*



## The Cobra Experience Car Show 8<sup>th</sup> annual Cobra Day

June 4<sup>th</sup> 2022

**Where:** 777 Arnold Dr # 200, Martinez, CA 94553

**Start:** 10:00am

***Registration closes May 21st, 2022, or when sold out.***

10:00am – 2:00pm in the parking lot of their museum in Martinez. This should be a fantastic Ford only car show. Categories now include Cobras, Daytona Coupes, Mustangs, Shelby Mustangs, Thunderbirds, and Sunbeam Tigers. The Cobra Experience event organizer said that they would create a Pantera category if we got at least 2 Panteras to show up.

If you register now, register ***under "All Other Fords"***. The cost including lunch for 2 is \$62. Register early because space is limited. Spectators are welcome and registration is not required. Access to their fabulous museum is currently not available pending Covid rules that apply at the time of the event. There will be a notification as the event date gets closer.

<http://www.cobraday.org/>





# AUTOMOBILI ITALIAN AUTO SHOW

SUNDAY, JUNE 12, 2022 • 10:00AM – 5:00PM  
 LODI GRAPE FESTIVAL GROUNDS  
 413 E. LOCKEFORD ST., LODI

We are excited to present the Automobili Italian Auto Show at the 2022 Festa Italiana! We will display cars fitting into the following categories: Italian Vehicles, Non-Italian Vehicles Owned by a Cool Italian, Vespas, Italian Motorcycles or Vehicles Owned by a Friend of an Italian. Space is limited to the first 150 entries. All entries will receive one Festa Italiana t-shirt and two general admission tickets (\$30.00 value). Judging will take place at 1:00pm, with announcements being made at 3:00pm.

## ENTRANT INFORMATION

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_  
 T-shirt Size: \_\_\_\_\_

## VEHICLE INFORMATION

Italian Vehicle       Non-Italian Vehicle Owned by a Cool Italian  
 Vespa       Italian Motorcycle       Vehicle Owned by a Friend of an Italian

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

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

Are you bringing a trailer?  Yes  No

*If yes, after taking your vehicle off of the trailer, the trailer must be moved outside the footprint to an area to be determined in the parking lot.*

Tents must also be setup outside the automobili footprint.

## VEHICLE REGISTRATION

Entry fees are non-refundable. For each vehicle, the entry fee is \$35. Paid entries entitle the owner(s) to general admission for two adults. Additional admission tickets may be purchased in advance or at the gate for \$15 each.

Vehicle Entry \_\_\_\_\_ vehicle(s) at \$35 each = \$ \_\_\_\_\_  
*(includes 2 admission tickets)*

YES! I would also like to make a donation to support San Joaquin County Italian programs! \$ \_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

## RELEASE OF LIABILITY

\_\_\_\_\_  
 Signature of Vehicle Owner or Representative

\_\_\_\_\_  
 Date



# AUTOMOBILI ITALIAN AUTO SHOW

SUNDAY, JUNE 12, 2022 • 10:00AM – 5:00PM  
LODI GRAPE FESTIVAL GROUNDS  
413 E. LOCKEFORD ST., LODI

## REQUIREMENTS

All entries must fit into at least one of the following categories:

- Italian Vehicles
- Non-Italian Vehicles Owned by a Cool Italian
- Vespas
- Italian Motorcycles
- Vehicle Owned by a Friend of an Italian

### APPROVAL

*The entry committee must approve all applications and reserves the right to reject any vehicles that do not meet the Festa Italiana standards. Entrants are expected to have a fire extinguisher with their vehicles for safety.*

**ENTRY FORM DEADLINE:  
MAY 30, 2022**

### Festival Date & Time:

Sunday, June 12, 2022  
10:00am – 5:00pm

### Festival Location:

Lodi Grape Festival Grounds  
413 E. Lockeford St.  
Lodi, CA 95240

### Vehicle Check In:

Sunday, June 12, 2022  
8:00am – 9:30am

Gates will close at 9:30am  
*(all trailers and additional vehicles  
off the field by 8:30am)*

Vehicles must be set up and  
ready to go by 9:30am and must  
remain parked on event grounds until  
5:15pm. Automobili Auto Show car  
entrance will be off of Lockeford St. at  
the main entrance to the festival.

PLEASE MAKE CHECK OUT TO: FESTA ITALIANA!

Mail this form and payment to:  
**FESTA ITALIANA!**  
c/o SASS! Public Relations, Inc.  
2972 W. Swain Road #228  
Stockton, CA 95219

**For Information Regarding the Automobili Italian Auto Show, Contact:**

Gary S. Giovanetti: 209.603.5460 or [gsgiovanet@comcast.net](mailto:gsgiovanet@comcast.net)

**For Event Information Contact:**

Anna Sass: 209.957.7277 or [anna\\_sass@sasspr.com](mailto:anna_sass@sasspr.com)  
Carrie Sass: 209.957.7277 or [carrie\\_sass@sasspr.com](mailto:carrie_sass@sasspr.com)  
Festa Italiana Office: 209.242.9970  
[festa-italiana.com](http://festa-italiana.com)  
Tax ID: 68-0342246





Brent Stewart  
1239 Valley Quail Circle  
San Jose, CA 95120



## NEXT CLUB MEETING

**Thursday, May 26th, 2022  
7:30 P.M.**

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

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## UPCOMING CLUB EVENTS

June 4 ————— Cobra Experience Car Show (Gary Kono)

June 12 ————— Festa Italiana (Steve Dalcino)

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