



news

A Chapter of POCA

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Minutes of Meeting 28 September, 2022

The meeting was called to order at 7:30 by the president. All officers were present Larry Finch, Irene Smith, and Denny Morse. There were 18 members present, plus four more attending via Zoom, with two Panteras in the parking lot.

New Members/Guests: There were no new members present.

Changes To Last Month's Minutes: Although there were no changes to the minutes, Gary Kono said that the article he had written on the south bay Drive Your Pantera Day was plagued with errors he had created himself, and pledged to offer corrections. Also, Ron Southern was misidentified as Lou Brizzolara in a photo caption in the north bay article.

Club Store Report: There was no report this month.

Club Treasury Report: Our current balance is notably lower than at this time last year, which is by design, because we perceived that we had too much money and decided to return some of it to the members in the form of partially underwriting the cost of various club events such as the Christmas party. There were no notable expenditures or income this month apart from our periodic website hosting fee.

Club Membership Report: Brent reported that we have one new member, Barry Chandler, but that so far he has been unable to make contact with him so we don't yet know anything about him. With luck, he will have information to share elsewhere in this newsletter.

Club Motorsports Report: Checkered Flag Racing will be running Sears Point on November 20th. Mike Drew plans to attend, assuming he isn't otherwise engaged. Bob Benson's new race car engine is done and heading to the dyno for break-in soon. He plans to participate in track days with it next year. Rich Boschert has a test and tune day scheduled for his race car on November 11th.

Club Website Report: There have been no updates apart from the club newsletter being added to the archive.

Club Library Report: The library is static, and filled with great information and items that are free to borrow for any club members. See the inventory on the club website and contact Forest if you want to check anything out.

Past Events:

Cars and Crush: The Baileys once again hosted a successful event at their home, with some 30 people present, along with three Panteras and two immaculate 1970 Corvette LT1 convertibles (with only 500-odd made, this is remarkable in itself). Together everyone harvested some 1246 lbs of grapes, which is down from previous years, owing to drought conditions and inadequate watering of the top half of the property. Mark is hopeful the resultant wine is at least as good as his previous offerings, which have all found favor with everyone who has tasted them.

Drive Your Pantera Day Drives: The two drives were covered in detail in last month's newsletter. While historically PCNC has done a poor job of representing the marque on this annual day of celebration, this year was profoundly different thanks in no small part to the two organizers, Markus Woehler and Tom Leonard. Photos of each drive will undoubtedly be featured as part of a larger article in an upcoming *POCA Profiles*.

Ironstone Concours Weekend: Thanks in no small part to the efforts of Steve Dalcino, this weekend once again came off without a hitch. After a largely uneventful drive up the hill, we enjoyed a large dinner at Grounds on Friday night. The weather was perfect for the concours, and we had our own area to display our cars. Mike Drew called an audible Friday afternoon and phoned the organizers and got them to allow him to enter his Pantera at the last minute. Greg Taylor dragged his Mangusta up the hill behind his Pontiac station wagon, which had never been subjected to any real work before. The wagon blew out its air suspension and the engine spewed

oil out its exhaust and all over the Mangusta, which made him spend much of the morning detailing it. The efforts paid off as the judges were especially enamored of it, and it won best in class. See the article elsewhere in this newsletter.

Upcoming Events:

Cambria Getaway Weekend Drive — 11-13 November: Gary Kono is crafting plans for a weekend getaway drive down Highway 1, with overnight stops in or near Cambria. Stay tuned for further details (and with luck, a flyer will be sent via e-blast as time is growing short to get the word out).

Skyline Drive To Canepa Motorsports — 3 December: Gary is also planning on hosting a spirited drive along the spectacular road that runs along the spine of the mountains between the bay and the ocean. The plan is to meet at the northern end of Skyline Drive, at the intersection with Hwy 92, outside of Half Moon Bay. We would then proceed south, and presumably turn onto Hwy 9 before ending up in Scotts Valley, home of Canepa Motorsports. Depending on the attendance, after touring the museum and workshop, we would either recover to a restaurant for lunch, or if the numbers are small enough, back to the Kono's house for a Hawaiian BBQ. An RSVP is required; hopefully there will be a flyer in next month's newsletter.

Mozart Collection Tour: John Mozart is a property developer who has amassed one of the greatest car collections in the world. It is normally closed to the public but we have enjoyed a private tour once in the past, and Bud Millard proposed returning there, perhaps in conjunction with the Alfa Romeo club. He will coordinate calendars with the Alfa club and come up with a date, most likely in the first few months of 2023.

Indoor Karting At K1 Speed In Santa Clara: Brett Santos reminded us of the event that we held there a few years ago, which was enormously popular, and suggested we have another go. He is working with Gary Kono on a date.

PCNC Christmas Party — 10 December: As reported last month, we will be returning to the original venue in San Mateo. The PCNC board voted to set the cost at \$75 per person, which is less than actual cost, with the balance to be underwritten by the club. There is a flyer elsewhere in this newsletter.

Erik Kolstoe will be soliciting donations for the raffle, so any club members who have items they would like to contribute are invited to contact him to make the relevant arrangements.

Club Business:

PCNC Elections: Andrew Duafala has ambitions of being a 'one and done' PCNC president. Mark Bailey has made nine phone calls so far to prospective replacements, with no success. If you are interested in stepping up to a leadership role in the club, please contact either Mark or Andrew.

International De Tomaso Owners Club (IDOC): Years ago, there was an effort launched to create something like a United Nations of De Tomaso clubs. The intent was to create an overarching bureaucratic body to facilitate liaison between the various clubs around the world.

Naturally, volunteers would be needed from each club to act as ambassadors. An obvious question was immediately raised, to wit: If the existing POCA chapters and POCA itself struggle to find enough people to fill the various offices needed to administer the club and chapters, where will we find the additional volunteers to man this new organization?

POCA Registry? POCA is undertaking an effort to essentially take over the function of the existing De Tomaso registry. Tentative steps have been taken in that direction, with a very clunky fillable Excel spreadsheet having been sent to some people for them to submit their data. It was generally agreed that the idea has merit but the current execution plan is woeful. Much work needs to be done before the idea is viable.

Buy, Sell and Swap:

Looking For Heads: Joe Golden is getting ready to build a new motor for one of his Panteras and is looking for a set of closed-chamber 4V heads. Contact him if you have any lying around.

Wheels For Sale: Brent Stewart's wheels were advertised in last month's newsletter and were still available, along with tires. (He subsequently sold them after the meeting).

News, Clues and Rumors:

De Tomaso Cozying Up To Us: Andrew mentioned that the owner of the new De Tomaso company is going well out of his way to establish ties with current De Tomaso ownership base, despite the fact that almost none of us will have the financial wherewithal to purchase one of the new cars. Although his motives may have an element of altruism, it's also likely that we are helping to give credibility to a company that has no real, genuine heritage. There is also speculation that they might have ambitions of producing a second model, lower in the range, that might be within reach of the existing owners of De Tomaso cars.

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

- Polished 60A Ford alternator — Brent Stewart
- Bottles of wine — Forest Goodhart, Walt Miranda
- PCNC sports blanket — Forest Goodhart
- 2-piece scribe set — Andrew Duafala
- 2-piece extendo needlenose pliers set — Walt Miranda
- Tire plug kit — (saved for next time)
- Work gloves — Steve Dalcino
- Microfiber towels — Erik Kolstoe
- Magnetic parts tray — Mike Drew

The parts tray was the last item in the raffle, and nobody was claiming it. Mike said he was hoping to win it, so Erik just gave it to him so the meeting could hurry up and end! The group then adjourned, with a handful of people lingering in the parking lot admiring Joe Golden's new-to-him Jaguar XJR, a remarkable car capable of 175+ mph top speeds....

Membership News

New Members for October:

We have no new members this month.

October Membership Anniversaries:

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

Brett Santos and Patty Arevalo: 35 years

Gary and Mary Ann Kono: 26 years

Steve and Kim Griffin: 16 years

Steve and Kim Christiansen: 1 year

Nancy and Mike Haney: 31 years

Jim and Barbara Murch: 19 years

Ryan and Amy McGuire: 6 years

Sadly, it appears that **Edward and Michele Scott**, and **George Altamura Jr.** have elected to drop out of the club. However, we have been having some not-inconsiderable difficulties with the fidelity of the data coming to us from the master POCA membership roster, so this (and many other things) may not be accurate. We always attempt to contact those who we are told have left the club to confirm that decision, and frequently we don't get any response. If you suddenly find yourself no longer receiving information from PCNC/POCA, please let us know right away so we can resolve the situation.



The Passing Of A Good Friend **Jim Kuehne 1940-2022**

Story by Mike Drew

Photos by Mike Drew, Chuck Engles and Lee Scales

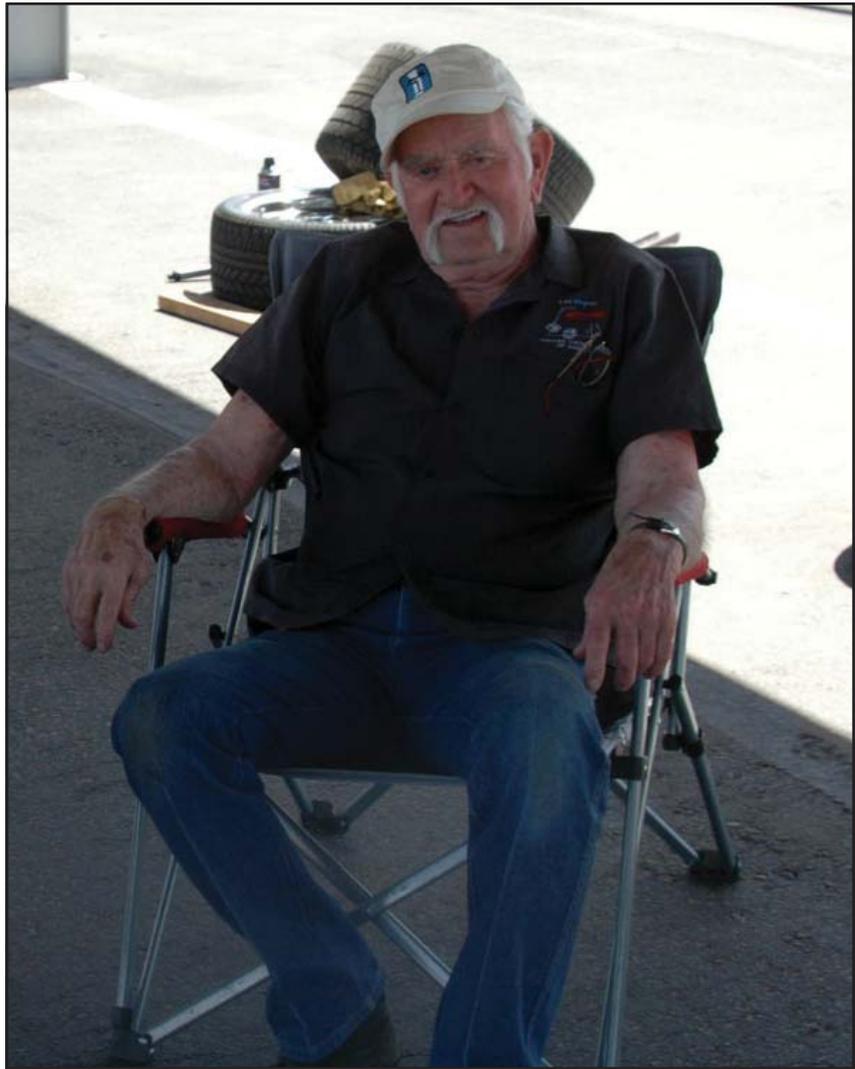
It was with great sadness that I learned of the passing of longtime PCNC member Jim Kuehne a few days ago. For decades, Jim was an absolute fixture in the club, always present at every meeting and event, and especially happy when there was something that he could fix (and in so doing, some person he could help make happy).

Jim was born and raised in Oklahoma, where he went to college, and met and married the love of his life, Anita. After graduation he became a construction contractor. In his spare time, he used to ride in rodeos, both bull doggin' and bareback riding.

Eventually he and Anita moved to the silicon valley where he opened his own construction business, and was able to capitalize on the silicon valley construction boom. He put his profits to work wisely, owning a succession of Panteras, often buying a new one and then passing the previous one on to new members of the club.

He was willing to step up and serve when needed, and was the PCNC treasurer for a number of years.

While he loved being behind the wheel of one of his Panteras, it was at our tech sessions where he was most at home. He was eager to share his considerable mechanical knowledge and



Jim in his happy place, endlessly tinkering with his Pantera, often when far from home

know-how, and along with Roger Sharp, always dove in headfirst to tackle whatever problems people may have brought to him.

Many years ago, family obligations forced Anita to move back to Oklahoma, while Jim needed to remain behind to run his business. Eventually Jim was able to divest himself of the business, and it was with great sadness that we saw him leave us for Oklahoma. Once established there, he acquired another Pantera, and then yet another one, along with a nice workshop where he could devote his

attentions to helping sort out the problems of his fellow Oklahoma Pantera owners.

He suffered significant heart issues and had a near-death experience a couple of years ago, but open-heart surgery brought him right back, and soon he



Jim's knowledge wasn't confined to Panteras alone, and he was just as happy working on other types of cars, just so long as they were fast!

was better than he had been in years. This year, he and a fellow Pantera buddy drove one of his Panteras all the way to the POCA Fun Rally, where he had the time of his life reconnecting with old friends from PCNC.

His heart monitor went offline a

week ago, which landed him in the hospital. While there, a number of unrelated and previously undetected health issues were revealed. His immune system became compromised and after a few short days, he passed away. He would have been 82 years old next month.



A few years ago Jim took a new Pantera owner under his wing, Wil Payne, and they traveled all over the place together in Jim's Pantera

Jim leaves a lasting legacy within PCNC that will never be forgotten. It's safe to say that anybody who was active in the club from the 1980s through the 2010s had his Pantera worked on by Jim. He was ever-present at club social events, proudly forgoing any hoity-toity beer in favor of his favored Keystone brand. Once he relocated to Oklahoma, he quickly became the epicenter of the Oklahoma Pantera scene, just as he had been in PCNC when living in Sunnyvale for all those years.

He had an ever-present twinkle in his eye, an infectious laugh, and an absolutely crippling handshake that would bring virtually any man to his knees if he wasn't prepared to reciprocate. He always viewed a handshake as a very friendly contest, and it took me years to learn to start first, and rotate my hand to the left when grasping his so as to put

him at a disadvantage, before he had the chance to do the same to me.

Jim leaves behind his wife of many decades Anita, along with their son and daughter, numerous grandchildren and great grandchildren, his sister JoAnn and her husband Ron Singley (who also live in Oklahoma, own a Pantera and are PCNC members), as well as numerous nephews, nieces and cousins.

Diane Dean probably summed it up best when she said, "We'll remember Jim with a beer in his hand, bending over a Pantera's engine compartment, always having a good time, an involved and active PCNC participant — always ready to party."

Good luck and Godspeed, Jim, and thanks for enriching our lives for so many years. We will all miss you....



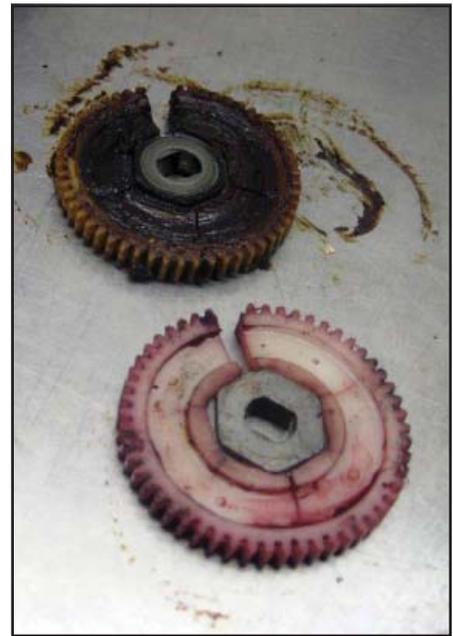
Jim loved driving Panteras, and logged many, many thousands of miles behind the wheel



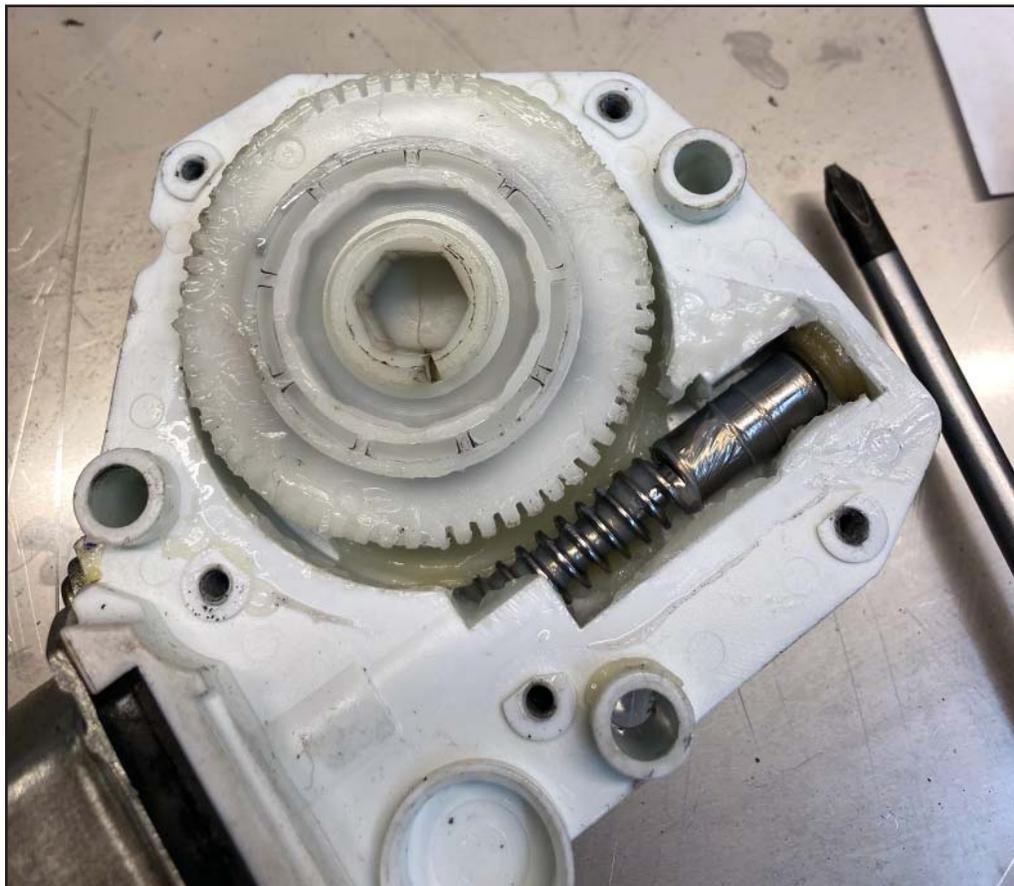
Fixing The Pantera Window Fix

Story and Photos by Corey Price

I originally thought about window regulators when I purchased my first chassis, #1998. I knew that the stock plastic gears had a tendency to break with age, and even when at their best, the motors weren't especially fast. At that point, I made my mind up to modify the original window regulator to accept the Ford Taurus window motor in lieu of the often-used Ford Aerostar motor due to availability in the local pick-a-part yards. While things changed, I kept all of the window regulator parts right up until I started building my current



The stock window motor gearbox showing a cleaned, cracked gear, and to the right, a second gear in as-found (covered in 50-year-old grease) condition



The Vader window conversion was supposed to be the answer to everyone's prayers. Unfortunately these gears are prone to cracking and breaking in the center also

car. I was introduced to the Vader window regulator conversion kit through a local friend who had converted his car. It was revelatory how fast and smooth the window went up or down.

It just didn't seem right to build my new, great chassis with old window regulators, so I splurged and bought the Vader window regulator conversion kit. It was expensive and I thought it was the best thing since sliced bread! Well, almost as good. I realized later that there was a hidden surprise.

The Vader system is an adaptation of a 1990s to 2000s Ford Crown Victoria window regulator assembly, with shortened cable, bottom block, and sheet metal adapter plate. It's

far lighter than the stock assembly, simple, is fast operating and parts are very cheap to get. I'm certain that the kit could be easily built by someone with a bit of mechanical knowledge and some skill at building the small aluminum mount at the bottom.

I installed the new window regulator in my car without any hesitation. However, as I finally completed the car and the window gained resistance to movement through new window guide felt, the right (passenger) window was acting up and wasn't going up or down correctly.

After a lot of work, I finessed the window to go up and down again

but it then started clicking loudly when raising the window. After a few more

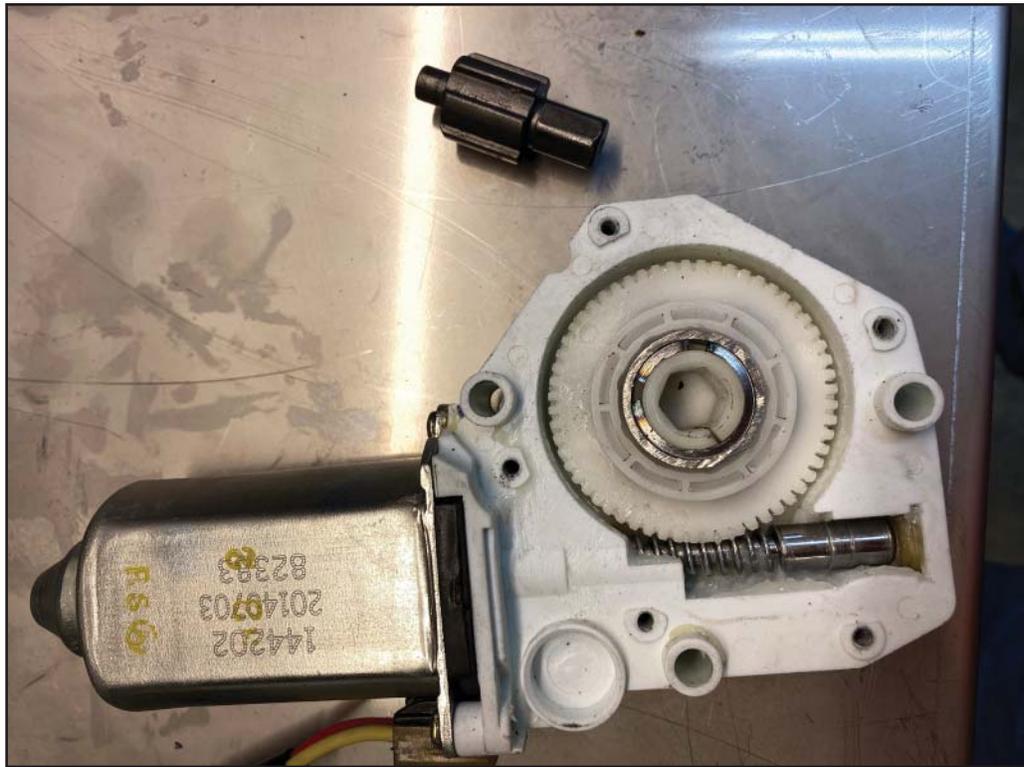
times raising and lowering the window, all the window would do is click when

it reached about halfway raised.

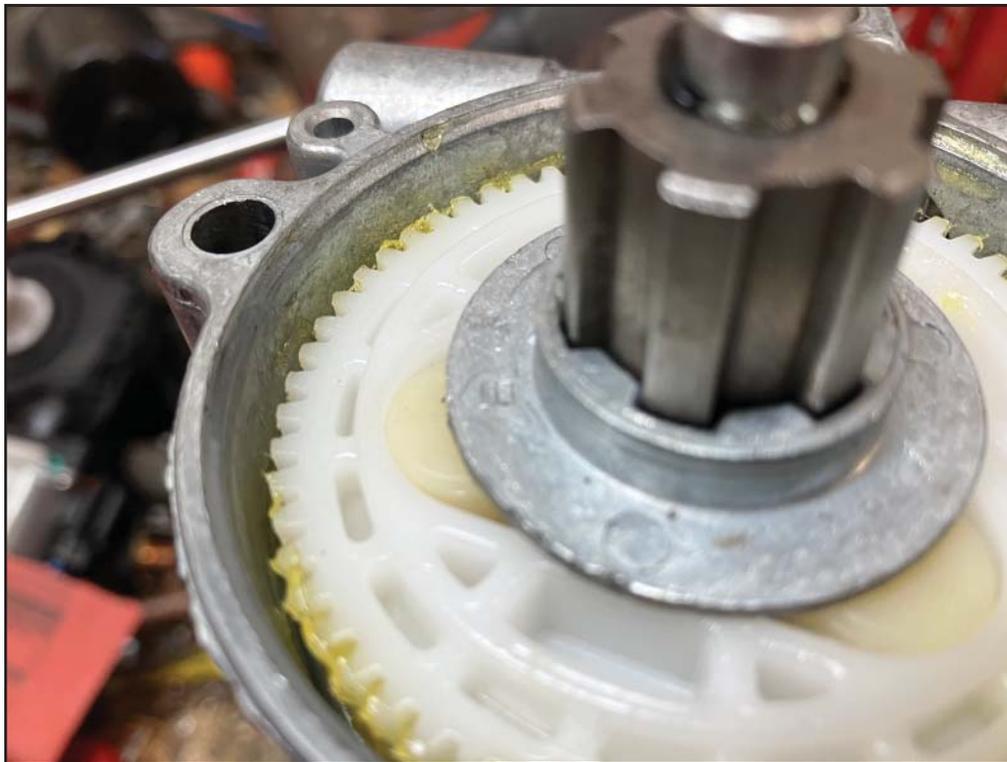
Larry Finch mentioned that John

Buckman had also experienced issues with his Vader conversion window rolling up and down, and that a plastic gear was broken in his motor assembly. I removed the motor only to find a cracked female gear collar.

There is a plastic ring gear that is driven off the motor via a worm pinion gear. The plastic gear has a hexagonal opening for the drive sprocket that interfaces with the regulator's cable drive mechanism. The issue with the design is that when the plastic gear hexagonal collar breaks, the metal spur male part rotates in the gear cavity, which negates any window movement.



I first crafted a steel ring around the cracked gear, which worked great, but wouldn't allow the installation of the (necessary) backing plate. Back to the drawing board....



Forest Goodhart found motors that used cylindrical cushions between the metal shaft and the plastic gear, intended to absorb shock and prolong the life of the gear. Sadly, these also have a reputation for failing

John Buckman fixed his broken gear with some well-placed safety wire that clamps the collar.

I spent much of a Saturday afternoon coming up with crazy ways to close the plastic gear around the male spur gear end. I tried to cut 1-inch diameter steel pipe in very small rings, but the metal cover for the gear box recesses down into and around the female collar of the problem area, negating anything but very small safety wire.

After using safety wire to try to fix the problem, I found that my safety wire was too small and the elongation of the safety wire was too great to keep a firm clamp around the gear housing. Larry Finch suggested some thin brass tubing cut in small rings. I thought this was a great idea, but the brass proved too flimsy for the task. Larry, John and I were all collaborating to find a fix but, in the end, nothing seemed to work for me.

Forest Goodhart also attempted to fix his Vader motor regulator by finding a metal version. He was successful at finding a metal spur gear but that one used an even older design with three cylindrical cushions. The issue I found with the design when searching online is that the cushions can disintegrate over time, leading to similar issues that we were experiencing.

I finally gave up on repair of the motor drive assembly I had and started to look for a replacement. I was somewhat stunned to find out that the Crown Victoria car experiences widespread failure from these same motor drives! I also thought that it probably wasn't a localized issue and thought that Ford at some point must have fixed the problem. I found the Motorcraft replacement on RockAuto.com for about \$60, and then spotted the "generic" version that matched it almost exactly for \$21. I bought one and eagerly awaited the new

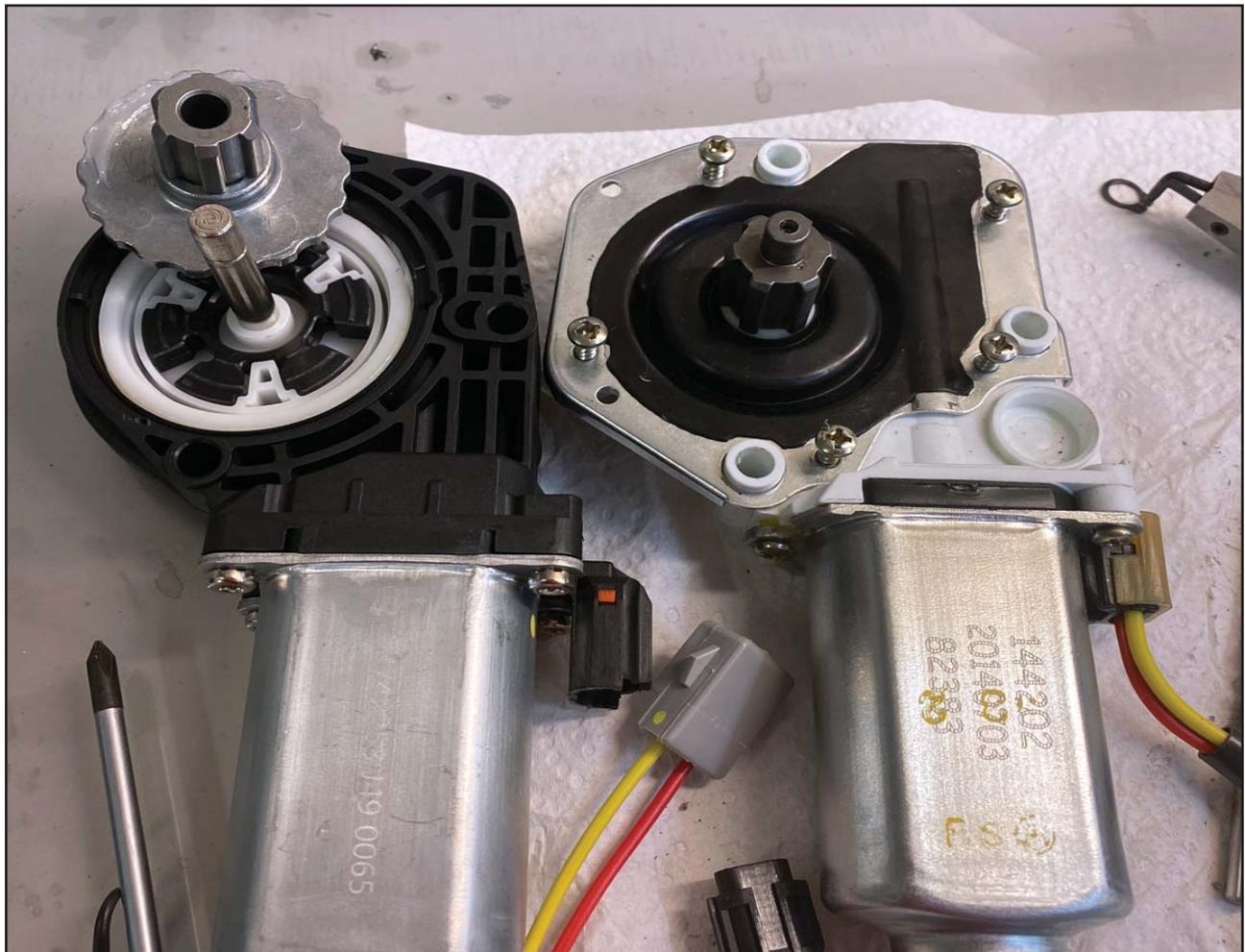
motor. When it came, I dissected the gear box, hoping that it would be better. Not only was it better, but it had a complete metal gear where previously we had a motor with a plastic and metal gear assembly.

I installed the new motor drive assembly and it worked flawlessly, as expected. I purchased the other side and let Larry and John Buckman know about the find. In our rush to buy these motors, RockAuto must have some kind of algorithm that pushes prices up on popular items as the prices rose to \$27 per motor. I think the trivial cost of replacement is far better than living with inoperable windows. For those who have the same issue, the motor part numbers are as follows:

SK742253 – Right

SK742252 – Left

I'm quite confident that these new motors and gears will likely outlive the rest of the car!



The new motor (on the left) uses a very robust drive system that should easily outlast the rest of the car

Ironstone Concours Weekend

Story and Photos by Mike Drew

Each year we all eagerly look forward to the Ironstone Concours. Held at Ironstone Winery in the delightful town of Murphys in the Sierra Foothills, it offers an eclectic and unusual mix of entries not often seen at other nominally similar concours. Besides the traditional old classic cars, the organizers seek to mix things up by having special classes for military vehicles, motorcycles, vintage campers etc. The cutoff date for entries is cars built in 1973 and earlier. The organizers are adamant that all vehicles displayed must either be in original condition, or restored to original. Modifications of any kind are strictly frowned upon.

This then begs the question, "How are any De Tomaso cars allowed to be displayed, given that virtually none of them are as they left the factory?" Well, that's an interesting question. Somehow, we have been afforded our own class, and are left pretty much to ourselves, with the tacit understanding that any cars with modified engine bays will be displayed with the decklids down. Few Panteras are still wearing their original

wheels, but years ago Steve Dalcino issued a convincing argument that old magnesium wheels are inherently unsafe (which is poppycock of course) and that aftermarket wheels are simply a safety measure.

The truth is, the organizers simply like Panteras and are willing to shrug off their own rules to encourage our participation. I was able to exploit this good will this year. Neither Lori nor I are particularly fond of doing the extensive detailing necessary to legitimately display a car in a car show, preferring to turn the key and drive instead. So we had always intended to drive up in a humble, pedestrian car and attend merely as spectators. However, a last-minute schedule change brought on by the Mosquito fire caused us to have to sit out the monthly Breakfast Club Rally the weekend before. My Pantera was poised and ready to go, nominally clean but boasting a few bug splatters and a healthy amount of brake dust, earned on the way home from the Shelby Club event a few months ago.

Just before throwing our bags in the

minivan, I got a brainwave and phoned the event organizers, saying I had just learned that I could attend, and asking if it was too late to enter a car, acknowledging that the cutoff was months ago. He said, "Well, that depends on what kind of car it is?" I simply said, "Pantera", and that was enough. He said, "Oh, there's *always* room for more Panteras! You guys have your own area of the concours, and pretty much run yourselves, so you can figure out the parking. Sure, come on up!"

And so it was that the bags which were poised by the front door were hastily installed in my Pantera, and off we went!

We hoped to avoid Friday afternoon traffic, and so we took back roads, meaning Hwy 12 through Rio Vista and Lodi, with a quick detour north on Hwy 99 onto a secondary road that passed north of Lodi before regaining Hwy 12. We had budgeted a certain amount of time for the drive, but there was still some traffic to contend with, and so we barely made it into town before 5:00 p.m. after everyone else was established



Grounds restaurant doesn't take reservations, but the staff does an unusually good job of looking out for us (especially as we customarily show up as soon as they open) and they reserve the whole back half of the restaurant for us

at Grounds Restaurant for an early dinner.

We parked the car at the hotel and hoofed it through town, and arrived only minutes after everyone had placed their orders. We weren't last, either, as Brad and Carmen Marsh from Roseville came in and joined us at our table. They showed their car at Concorso Italiano and at the Los Laureles dinner, where they learned about our Ironstone weekend. They reasonably believed they were too late to register their Pantera for the show and thus were in their daily driver.

The staff was attentive, and the food delicious as always. Sadly, chronic labor shortages have impacted the town and our traditional post-dinner ice cream shop closed early at 6:00 p.m., but thankfully Grounds has a comprehensive dessert menu, from which we liberally partook!

This was followed by a leisurely stroll back to the hotel, and retirement at an uncharacteristically early hour. But the morning would arrive soon enough....

A knock at the door revealed bags of freshly made donuts and orange juice, a delicious way to start the day. We headed downstairs as the various participant cars scattered throughout the parking lot rumbled to life. A short drive through town and a gentle ride through a quiet



We arranged ourselves in a somewhat haphazard fashion, with the four cars on the left pulling straight forward from their former positions on the right, instead of turning around to form a cohesive circle. Nobody else seemed to mind, so we didn't either!

neighborhood led us to the winery, where we discovered we were established in an isolated location immediately adjacent to the vehicle entry, meaning every car that drove onto the grounds would see us first and know what to come back to look for!

While the organizers had taken it upon themselves to mark out locations for each car in a roughly circular format, after parking the cars, memories of the brutal assault Steve Liebenow's Mangusta suffered from a particular offensive oak tree suddenly resurfaced. We remembered the especially robust acorns that fell from the tree and actually dented his car's panels, and decided discretion was the better part of valor. Three of us repositioned our car, upsetting the carefully curated *Feng Shui* orientation the organizers had in mind.

But when we pointed out the dangers of positioning our cars underneath the offending tree, they demonstrated clear understanding.

It's worth mentioning that we then chose to position *ourselves* under this selfsame tree. Clearly we value our cars more than ourselves—which is completely appropriate!

Greg Taylor's Mangusta was given pride of place at the head of the line. Given that this car is highly modified, and that the modifications are clearly visible, it might have seemed curious that he would have been allowed to enter it, but as I mentioned before, the organizers seem to have a soft spot for us!

Greg had demonstrated the true spirit of classic car ownership by trailing his Mangusta behind his classic Pontiac station wagon (which, arguably,



The concours was divided among several grassy fields, with the one nearest to the stage reserved for the oldest, most traditional cars

should also have been entered in the show, but it didn't occur to him to ask to display both cars). Unfortunately, the Pontiac didn't take well to being made to earn its keep for the first time. It responded to the demand of towing a fully laden car trailer by spewing engine oil smoke out the exhaust whenever under load (which was pretty much all the time as the car climbed the hill), and as if that wasn't enough, the air bag rear suspension decided to collapse on one side. So the car literally limped into town with the Mangusta in tow, covered in oil residue from the rather incontinent Pontiac.

Greg thus set to work with various detailing potions, cloths and elbow grease, attempting to un-smear the Mangusta before too many people saw it. His efforts were hampered by the crowd, who were utterly fascinated by his car. Most of them had never even heard of a Mangusta, but even those that had were amazed at his efforts to create a restomod version, something common



The California Auto Museum in Sacramento brought their 1933 Lincoln KB, a car formerly (but only nominally) owned by PCNC member Randy Welch



This is a custom-bodied 1946 Dodge with body by Derham, of Rosemont, PA, who were one of the very last custom coachbuilders. They started off with a conventional 1946 Dodge coupe, then extensively modified the tail and the roof to incorporate a custom wrap-around window and a westbury cloth (tan canvas) covering over the steel top. The owner of this car was a child whose father was the dealer that commissioned its one-off creation; he first saw it when he was seven years old. He followed it throughout its life and as an adult he made several attempts to buy it, but was dissuaded by the extensive restoration necessary. After many decades, he found it fully restored and on display at Pebble Beach, after which it was auctioned off. After 64 years, he finally was able to buy it

with Panteras but unheard of with Mangustas. He literally talked to people the entire day, and as we were sheltered by a small copse, he didn't see a single other car on display.

After establishing ourselves, we had a nice grouping of 11 Panteras, a very respectable turnout. Much of the morning was spent socializing under the tree (which was uncharacteristically well-behaved all day, it must be said), but eventually most of us set off, either individually or in groups, to see the other cars on display.

Brent Stewart had entered his Pantera, but at the last minute changed his mind and brought his '65 Mustang convertible instead. Although he had attempted to notify the organizers of his decision, they didn't seem to get the memo, which created a bit of confusion at first, with some of them wanting him to display his car with the Panteras.



The Ragtime Racers had a display of race cars from the 1900s to the 1920s

After a moment, good sense took over and he was directed to move it over to the classic Mustang arena, where it was certainly in good company.

The main display area of the concours was occupied with what might reasonably be considered 'standard' concours cars, meaning pre-WWII luxury and racing cars. There were various classes for notable luxury marques such as Lincoln, and Pierce-Arrow, as well as catch-all classes for American and European open, and closed classics. A separate area showcased brass-era race cars. The motorcycle region was sadly sparsely populated with only a handful of motorcycles, but most of them were really quite noteworthy, including inline four-cylinder examples by Indian and



Brent Stewart and his award-winning Mustang convertible



It was surprising to see the cars from American Graffiti both together

Henderson dating from the 1930s.

A small assortment of classic trucks (to include car-based trucks such as Rancheros and El Caminos) was adjacent to a large display of classic and vintage campers and camper trailers, each towed by a wonderful station wagon of similar vintage.

The movie *American Graffiti* was set in the nearby town of Modesto, and even though it was filmed in Petaluma, it put Modesto on the map. Recently, a group of Modesto enthusiasts procured the two main cars featured in the film and are using them to anchor a new 45,000 square foot museum dedicated to classic cars, and Modesto history. Their orga-



Although principally known for their big V-twin motorcycles, after Indian purchased the Ace Motor Corporation in 1927, they continued production of the four-cylinder Ace under their own name



Henderson built the largest and fastest motorcycles of their time, such as this 1930 Model KJ. It was capable of speeds in excess of 100 mph and was widely favored by police departments because of it

nization had both Bob Falfa's sinister black 1955 Chevrolet One Fifty and John Milner's 1932 Ford Five-Window Coupe on display.

Elsewhere on the grounds were a decent-sized group of classic Corvettes, a collection of 1960s Musclecars, and a pair of Jaguar E-type convertibles, one of them displayed by Capitol Panteras member George Potiras (hopefully we can get him to bring his exquisite Pantera next time!). Down the hill, adjacent to a pond, were a variety of British sports cars, divided by marque, and a smattering of Porsches.

Vehicle entry included a free lunch,



Vintage woodie wagons pulling Airstream trailers were a main staple of the classic camper trailer display



This 1913 Hicks boat engine quietly chugged along in a corner of the show. Hicks was based in San Francisco and made thousands of robust, simple engines which powered most of the fishing boats from the turn of the century through the 1950s

so at the appropriate hour we migrated into the reception hall of the winery, which is commonly used to host weddings. Although one might suspect traditional rubber chicken would be on offer, in fact the lunch was delicious, with fresh salad made from locally procured produce, and especially juicy and tender chicken, along with pasta salad. Everybody noted that the big cookies that customarily accompany the lunch were notably absent this year, but this was offset somewhat by kids from the local 4H Club who wandered the show grounds, accosting spectators and participants and offering them free bags of cookies they had made themselves.

Various local artists and food vendors had tents for them to hawk their wares. Among them was Lockeford Meats and Sausage. Lockeford is a

small town on Hwy 88, which boasts a fantastic shop offering a mixture of various types of fresh and smoked sausages, jerky, beef sticks, salami, bacon and marinated tri-tip steak. Just about any time of day, there is a line down the sidewalk of people waiting to get into this tiny shop, whose reputation sees people driving from great distances to procure their wares.

They had a tent set up immediately behind our display area, and were offering up freshly cooked sausages in buns, heavily laden with sauerkraut and other goodies. Even

though most of us were stuffed by the end of lunch, and we knew we had an early dinner to look forward to, the temptation of delicious sausages proved too difficult to resist. In a nod to practicality, many of us chose to split single sausages in two and share them.

While several Panteras were recognized by the judges and given Awards of Merit, it was Greg Taylor's Mangusta that was awarded Best in Show. The head judge was fascinated by the car, and even left to retrieve his wife and show it to her. Despite the fact that it was as far removed from the original remit of the concours as possible, he felt it was so

noteworthy that it deserved special recognition. Just as he had done at Concorso Italiano, Greg fired it up and drove it across the main stage to collect his award.

As soon as the awards were done, most of us raced to our cars and set off for town, in order to



Most of the PCNC crew congregated under the oak tree known for its formidable acorns. Fortunately there were no casualties this year



Peter Kovacs showing off his supercharged 4.6L engine to Forest Goodhart



The Pantera group was made up exclusively of PCNC cars, although there were some Capitol Panteras members present as well

hastily wash up and head back to Grounds again. On the first night, Lori and I weren't especially hungry and chose to split a ribeye steak. It was so delicious that we decided to do exactly the same thing the second night, so that by the time the weekend was done, we had effectively each consumed a single steak!

After dinner we wandered through the town with Angelo Raffa while Stephanie gave Garry and Sue Choate a lift back to the hotel. We had hopes of finding some shopping, but once again, the labor shortage meant that the town was pretty well buttoned up, so instead we just made our way home.

Several of us chose to have breakfast the next morn-



George Potiras of Capitol Panteras drove his beautiful Jaguar E-type roadster. This car is all-original, and is one of only three painted this color by the factory



This 1909 Maxwell LD has a fascinating history. It was only ever sold once, and has been in continual family ownership since new. It was sold to a farmer in Woodland, outside of Sacramento, and driven regularly until 1919 when it was taken off the road and relegated to farm use, before eventually being simply abandoned on the farm. It sat, often outdoors, not running for a full 100 years (!) until just a few months ago, when the current generation of family members decided to get it running again. It took remarkably little work to get it roadworthy (they did fit new tires), and it ran and drove for the very first time the day before the show!

ing at a local eatery, but Lori and I had a lot to do, and so just packed up and headed out of town early Sunday morning. We enjoyed an uneventful, pleasurable drive, apart from having to endure a big traffic jam on I-80, which was caused by rubberneckers slowing down to look at a corn maze in a field alongside the freeway! Thankfully my cooling system is well up to the task, so there was no added stress imparted by the delay.

As we pulled into our garage, we had just about 200 additional miles on the clock. My Pantera ran faultlessly, and acquitted itself well enough in the company of many arguably superior (or at least cleaner!) Panteras. The success of



A smaller group of PCNC folks sought shade together



Proximity to the central valley meant a fine tractor display

this weekend can largely be laid at the feet of Steve Dalcino, who each year takes it upon himself to craft a plan, coordinate with the various restaurants and hotels, as well as the concours organizer, and generally seeks to ensure we all have a good time. We all owe him a debt of gratitude for his quiet entreaties on our behalves.

I highly urge you to make hotel reservations for the last weekend of September in 2023. We made our reservations as we were checking out, as do many others, so rooms will already be in short supply. You can always cancel your room at the last minute if you should happen to be unable to attend. Here's hoping the De Tomaso corral is even bigger next year!



In recognition of his years of hard work, Greg Taylor received the best of class award



The day was capped off by yet another fine dinner at Grounds

45th Annual VMOA Car Show

Story and Photos by Phil Graham

On a foggy Saturday morning in South San Francisco, I fired up my Pantera and headed for the Vintage Mustang Owners Association Show. As I rolled down the most beautiful highway 280 South to Branham High School in San Jose, where the VMOA Car Show was being held, the sun came out and made for an awesome drive as the Pantera in 5th gear just purred along.

As I approached the covered high school parking lot I noticed another Pantera, a beautiful yellow 1973 L model. It was Tom Hasenberg's car, who is a fellow PCNC member and organizer of this event. Our two De Tomastos were staged together. It was nice to see a yellow '73 and red '72 Pantera side-by-side.

The event featured all models and years of Mustangs, Shelybs, Cobras, Ford GTs, and really, anything Ford.



There's just something about a 427 side-oiler mounted in a Cobra....



The Panteras of Tom Hasenberg and Phil Graham



The 2005-2006 Ford GT is the spiritual antecedent to the Pantera. This was a particularly fine example in traditional Shelby colors

Later in the day when the winners of the raffles and car show classes were being announced, it was a long list as they gave awards for every sub-model of Mustang that was built. When the announcement for our class was made both my and Tom's Panteras won First and Second Place out of the 62-66 Shelybs, Ford GT, GT 40s, Pantera, Mangusta Class. That was special for the De Tomaso family.

All during the day as I was at my Pantera, people kept coming by asking lots of questions, like, "Who made

the car?" "What kind of engine does it have?" and "How fast does it go?" I gladly answered what I could and hopefully did us proud as owners of such special cars.

At the end of the day, I thanked Tom for a well-organized and great event and was glad to be a part of it with my car. With the sun shining, as I left San Jose I knew it had been a good day and I headed back to the fog, with the Pantera running smoothly the whole way. I hope more Panteras attend this fun event next year!



The winners with their awards

2022 P C N C

● HOLIDAY BANQUET DINNER ●

AWARDS CEREMONY

Sign up for the Banquet on-line and pay with your credit card or Paypal account. Or if you wish, send your check for dinner reservations. Be sure to put your name(s) and meal choices on the memo line if you send a check. Dinner reservations must be received by **November 23rd**

WHEN: Saturday, December 10th. Reception, no-host bar, and entertainment begins at 6:00pm. Dinner is at 7:30pm.

WHERE: The Hilton Garden Inn, 2000 Bridgepointe Circle, San Mateo, CA 94404. 650-522-9000. Orchid Room - First floor, to the left of the reception when you enter.

PLATED DINNER CHOICES: Appetizers will be served prior to dinner, salad, and dessert.

- **Chicken Cordon Bleu:** Served with Sherry Cream Sauce, Rice Pilaf
- **Grilled Pork Chop:** Parmesan Risotto, Served with Apple Brandy Jus
- **Tortilla Crusted Tilapia:** Served with Mango Salsa, Rice Pilaf

BANQUET PAYMENT: \$75 per person. Click on, or enter the following link on your computer or phone: <https://2022pcnc.brownpapertickets.com/> You will be charged \$80.99 per ticket which includes the service charge from the on-line processor. For those choosing PayPal, please note that the recipient of your payment will show as Lawrence Finch, PCNC Treasurer.

CHECK PAYMENT OPTION: For Members who wish to pay by check, make checks payable to "Pantera Club of Northern California", The bank does not like us to use PCNC. Write the names of people in your party that you are paying for along with their dinner choices on the memo line. You may also attach a note. **Checks must be received by November 23rd.** Bring to the next PCNC meeting or Mail to: **Dennis Valdez – 3252 Charmat Court, San Jose, CA 95135**

OVERNIGHT LODGING: A limited number of discounted rooms are available - King (\$129) and Queen/Queen (\$129) plus applicable taxes. Buffet breakfast is included in the room price. Make reservations by clicking on, or entering the following link on your computer or phone <https://tinyurl.com/PCNC2022-Hotel> or by calling 1-650-522-9000, be sure to mention your with PCNC to get the discounted rate. **Reservations must be secured by December 2,** to get the discounted rate. Questions? Call Dennis at 408-772-6685 or, valdezs1@yahoo.com



Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120



NEXT CLUB MEETING

**Thursday, October 27th, 2022
7:30 P.M.**

**GIOVANNI'S PIZZERIA
1127 Lawrence Expressway, Sunnyvale CA**

UPCOMING CLUB EVENTS

November 11-13 ————— Cambria Getaway Weekend Drive (Gary Kono)

December 3 ————— Skyline Drive to Canepa Motorsports (Gary Kono)

December 10 ————— PCNC Christmas Party (Dennis Valdez)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH