



# news

A Chapter of POCA

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

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**PRESIDENT**

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

**VICE PRESIDENT**

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

**SECRETARY**

Mike Drew  
(707) 628-3317  
MikeLDrew@aol.com

**TREASURER**

Larry Finch  
(559) 281-3497  
FresnoFinches@aol.com

**CLUB STORE**

Irene Smith  
(209) 419-1366  
IGSmith50@icloud.com

**LIBRARIAN**

Forest Goodhart  
(831) 724-3763  
ForestG@att.net

**MEMBERSHIP  
COORDINATOR**

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

**EVENTS  
COORDINATOR**

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

**MOTORSPORTS  
COORDINATOR**

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

**RAFFLE CHAIRMAN**

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

**WEBMASTER**

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

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## Minutes of Meeting 29 June, 2023

The meeting was called to order by the vice-president at 7:32 p.m. He was standing in for the missing club president, who was on the east coast attending pre-wedding events for his son's upcoming marriage. An unusually high percentage of the club officers were absent, with only Andrew Duafala, Irene Smith, Gary Kono, and Forest Goodhart joining the crowd, with Steve Liebenow filling in for the missing club secretary who was in France for Le Mans Classic with several other PCNC members.

Although we had a laptop and internet connectivity, we didn't have a projector, so the Zoomies could see those in the room but were themselves only apparent via audio. There were 19 club members in the room, with four more joining via Zoom, and three Panteras in the parking lot.

**New Members/Guests:** The club welcomed a very special guest indeed. Forest Goodhart was

poking through the PCNC library and came up with an old set of the club's bylaws. He found the names of the original club officers, did some Google Fu, and through that tracked down **Craig Leighty**, who had bought his 1972 Pantera in 1974 and sold it in 1988; along the way he and a handful of others decided to form the Pantera Club of Northern California! Forest reached out to him and invited him to come along to the meeting.

Along with about 20 other owners, Craig planned events at Laguna Seca, car shows, visits to the Baylands Raceway at Fremont, autocrosses, and rally-style road trips with checkpoints.

He told stories of his years of Pantera ownership, including blowing a 4-inch hole in the side of his ZF when one of his driveshaft U-joints blew up. He bought a new case from ZF and tried to transfer all the internals over himself, but shortly after the 2nd gear blocking ring gave out, so he turned it over to Roy Butfoy who got it sorted out.

He designed a sunroof and had a local body shop fabricate and install it. He later lost it out on the freeway as he had forgotten to latch it down. Fortunately it escaped with only minor scratches. He also managed to snap the throttle pedal off in a fit of 'need to go faster now!' He went racing at Baylands, driving to the track with no exhaust pipes and winning a trophy.



**Changes To Last Month's Minutes:** There were no changes noted.

**Club Store Report:** The store saw a tremendous improvement in sales relative to the previous year's Fun Rally. Irene and Marcus led a deep discussion on possible new items. T-shirts require a minimum production run of 30 examples, while embroidered items can be produced singly. Dennis Valdez proposed producing items with a 3-D printer such as his custom cupholders which he showed off a few months ago. Marcus proposed a cloth creeper, a suitably decorated large towel that could be deployed on the side of the road to enable drivers to remain clean while sorting mechanical issues. A number of other ideas were also put forth. If you have any suggestions, please contact Irene (her contact info appears on the front page of the newsletter).

**Club Treasury Report:** Our treasury has leveled off somewhat, as our campaign to whittle it down has been met with some setbacks in the form of income from various sources. The room deposits have all been made to Los Laureles, as well as the monthly payment to Google for our website.

**Club Membership Report:** Despite having successfully assimilated the members of the former Sacramento club, our club membership appears to have dwindled to only 125, a number not seen for decades. However, this is misleading, because POCA's membership records have become all goofed up, with numerous longtime PCNC members suddenly appearing to have switched to other chapters, or dropped out entirely. Brent had a slightly more accurate list in May and will be working with Debbie Mead to get our numbers back where they should be.

**Club Motorsports Report:** The newly repaved Laguna Seca suffered a setback when a car caught fire on the track and melted the new pavement, requiring extensive repairs. However, they

will be fully open and Checkered Flag Racing Association will be hosting a 103 db track day there on 26 August. It is very rare that the noise limits are lifted, so this may represent one of the only opportunities one might have to run a Pantera there. Several PCNC members are already planning on participating. Go to [www.cfra.net](http://www.cfra.net) for more information.

**Club Website Report:** After an effort to create a new website several years ago ran aground, there hasn't been much talk of such an enterprise, but Garth Rodericks took it upon himself to start creating one. In the meantime, Gary Kono has been working on gaining access to our existing website so he can take over management of the upcoming events page. At the same time, he sent a rough list of our events to Josette D'Ozario so the POCA website can be updated.

**Club Library Report:** There are lots of items in our club library, just waiting for interested members to borrow. Contact Forest Goodhart to work out those details.

### **Past Events:**

**POCA Fun Rally:** Despite some predictions of dire weather, the weekend came off with (mostly) sunny skies, and was a great success. Although the itinerary was mostly a rerun of previous iterations (this was the fifth time we've gone to Reno, not counting the regional events Jim Nowlin hosted in the distant past), it's the people that are the real attraction. Attendance was good (with Forest and Judy maintaining their 100% attendance record), and some former Capitol Panteras members who hadn't been seen in decades even made the trip, and had a terrific time. See the report elsewhere in this newsletter.

### **Upcoming Events:**

**Monterey Weekend — 16-20 August:** There is a flyer elsewhere in this newsletter with information on the PCNC dinner, which will be held at Los Laureles Lodge as usual. Please RSVP and send your check to Steve Dalcino. Information on Concorso Italiano can be found at [www.concorso.com](http://www.concorso.com), and Garth Rodericks will be hosting his traditional Saturday night BBQ at Laguna Seca. The races are shifted one day to the left, running from Wednesday through Saturday now, and last year they introduced a new event in the form of a hillclimb, starting on the front straight and running backwards up the corkscrew, held on the Sunday.

**Ironstone Concours Weekend — 21-24 September:** The Ironstone Concours has become a favored event that sees terrific participation from PCNC members. Traditionally we have gone up as a group on the Friday, done the concours on Saturday and returned home Sunday. Steve Dalcino will once again be arranging dinners on both Friday and Saturday evening. There may be an enroute lunch stop on the Friday as well. Please RSVP to Steve so he can know how many seats to reserve for dinner each night.

**All-Italian Car Show — 24 September:** This traditional favorite will once again be put on by the Alfa Romeo club. They haven't yet released any official information, so watch for a flyer in this newsletter sometime mid-summer. Sadly, they have chosen to move from their traditional Columbus Day date to the weekend before, which conflicts with the Ironstone weekend except for the most seriously committed. The Ironstone concours is on Saturday and the All-Italian Car Show is on Sunday, so conceivably one could wake up early in Murphys and blitz down to the Bay Area in time to make it to the Alameda show....

**Little Italy Street Festival Italian Supercar Show — 1 October:** There will be a small show featuring Italian supercars at Little Italy in San Jose and the organizers are hoping to get a few Panteras to join in with the various modern Ferraris, Lamborghinis etc. that are expected to attend. Its free to enter and hospitality will include coffee and donuts in the morning and lunch for two. It will run from 11:00 a.m. to 4:00 p.m. You can find out more details at [www.LittleItalySJ.com](http://www.LittleItalySJ.com). Please RSVP to event organizer Augie Bettencourt at [AugieBet@gmail.com](mailto:AugieBet@gmail.com) and also include Gary Kono at [Gary5634Kono@gmail.com](mailto:Gary5634Kono@gmail.com).

**PCNC Christmas Party:** The party will once again be held at our traditional venue in San Mateo on 9 December.

**Buy/Sell/Swap:** There were no items offered up this month.

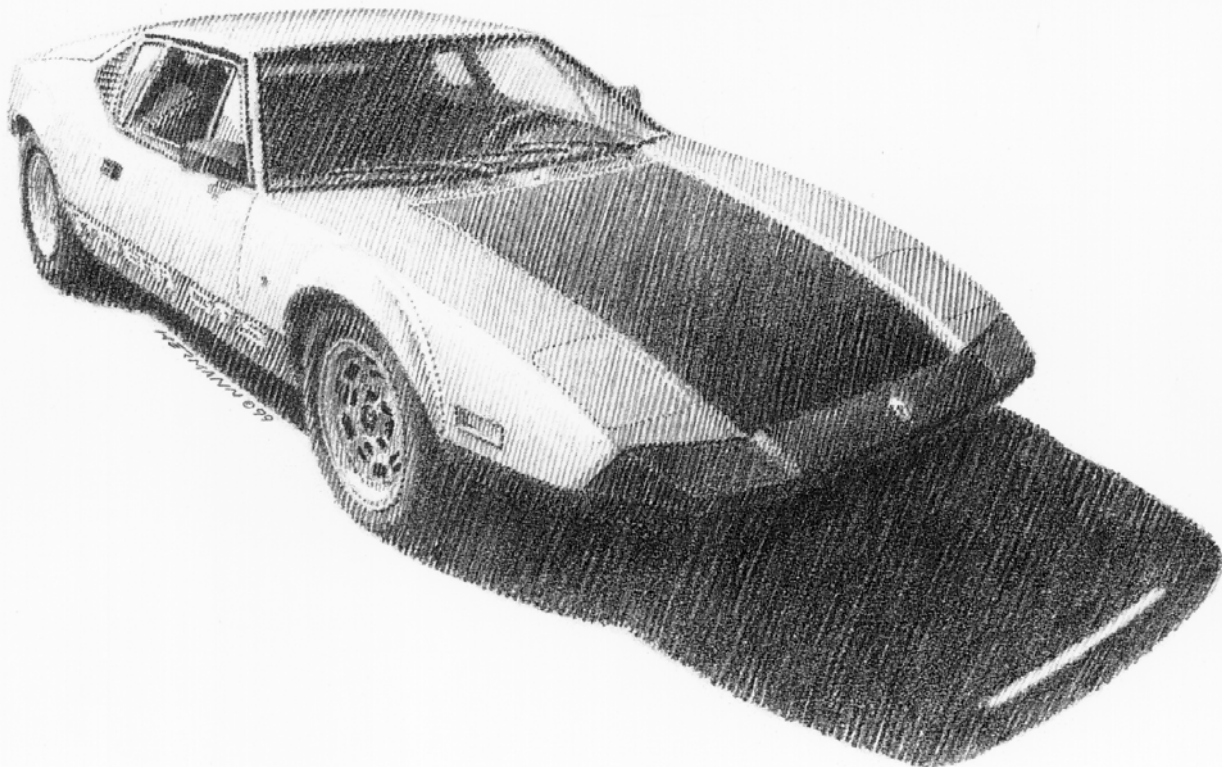
**News, Clues and Rumors:**

**Goose Sighting:** Mark Bailey was watching the local news a few nights before the meeting and caught a glimpse of Greg Taylor's flashy Mangusta.

**Wheel Wondering:** Steve Liebenow brought a stock Pantera wheel to the meeting, and asked a bunch of questions about production variations, to include querying whether the factory ever made them in aluminum (answer: no). (He left not knowing much more than when he came, but subsequently found the in-depth article Mike Drew published in the newsletter decades ago, which pretty much laid it all out).

**Raffle Results:** Due to the unexpected absence of both the primary and secondary raffle organizers, there was no raffle this month.

The meeting adjourned to the parking lot at 8:38 p.m.



# Membership News

## New Members for July:

We would like to welcome **Tom and Teresa Machado** to PCNC. They purchased a beautiful red 1972 Pantera L #4563 from the estate of the late Henry King, a longtime Capitol Panteras member, and brought it to their home in Stockton. Tom and Teresa are both car people and love going to car shows up and down the state. They own a stable of show cars and have been regulars at the Ironstone Concours for 25 years. While it's probably a bit of a drive for our monthly meetings, we hope to see them at one of our upcoming events.



We would also like to welcome **Rich and Trish Gamez** (not Gomez) from Columa. They bought a red 1972 Pre-L Pantera #4069 last fall and joined POCA shortly afterwards, but didn't know which chapter to affiliate with. They attended the POCA Fun Rally in Reno, and made the decision there to align with PCNC. Rich is a long-time car guy who has big plans for his Pantera, starting with a fully updated cooling system which is going into the car right now. A prior owner fitted an L-model front bumper and he is in the process of converting it back to Pre-L configuration. There might be a big new motor in the works too. Stay tuned!



## July Membership Anniversaries:

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

**Gary Glenn:** 26 years  
**Barry Hosier:** 20 years  
**John and Kathy Buckman:** 11 years  
**John and Barbara Webber:** 7 years  
**Chad and Carmen Aarenson:** 4 years  
**Charlie and Andrea McKee:** 3 years

**Tom and Liz Hasenberg:** 22 years  
**Jan Millard:** 12 years  
**John and Billye Pedretti:** 9 years  
**Patrick Eagle:** 5 years  
**Phil Graham:** 3 years

# POCA Reno Fun Rally

*Story by Mike Drew*

*Photos by Mike Drew, Lori Drew and Chuck Engles*

For more than 40 years, the POCA Fun Rally has been the singular destination for all with more than a passing interest in the De Tomaso Pantera, as well as interest in the people who own them. Originally started by Kent and Sandi Snyder, and Eric and Linda Cooper, it was held for decades at the Union Plaza Hotel and Casino in Las Vegas. The event reached its high-water mark in 1991, the 20th anniversary of the Pantera, when over 1100 people and 260 Panteras made the journey to Las Vegas.

The event then started a slow decline, with numbers dropping to 800 participants, then 700, then 500. In response to a sudden decision by the host hotel to tear up our contract in favor of a more lucrative offer from a gambling organization, the event was hastily repositioned to a different hotel, and the next year, in order to garner more interest it moved to Reno, which proved to be a success. Since then, it has been held in a variety of locations, including Phoenix, Monterey, Houston and San Diego, along with several returns to Las Vegas at two different venues.

Recent years have seen upheaval brought about by Covid, with the rally

planned, postponed and then cancelled outright for both 2020 and 2021, but it returned in fine form in Phoenix in 2022. This year, it was decided to return to Reno for the fifth time.

As before, Jim Nowlin, the founder and head of Reno/Tahoe Panteras, took the lead in terms of setting the itinerary, while former POCA Membership Chair Josette D'Orazio managed the registration process. There was scant publicity or institutional enthusiasm shown for the event in the months leading up to it, leading those of us who always attend, no matter what the circumstances, to wonder what the participation would look like.

For many years, Marcus and Irene Smith have generously opened their mountainside home and served a splendid lunch to those people from Northern California who were driving to the Fun Rally, whether it was in Phoenix, Las Vegas or Reno, and this year was no different. Our house was listed as one of two rendezvous sites for PCNC members, and usually we have at least three or four cars from the North Bay that join us for our drive to the Smith's house, but this year we were alone, which was somewhat worrisome. Was that an

indication that overall event participation had fallen even further?

We set off, alone, to ponder the question. After a drive of an hour and a half, as we rounded the corner and approached the Smith's house, our fears were put to rest as we were greeted with the sight of a veritable sea of Panteras, spread out so far that a kind neighbor's driveway was soon inundated.

Besides the usual suspects, we saw a couple of cars and people who hadn't been seen in several years, in the form of Mark Tumbarello and Curt Hall from Modesto. Also present were a pair of PCNC's newest members, although longtime Pantera owners and Capitol Panteras members, Carl Stein and Rick Carlile.

It was a true surprise to see them there, both in their Panteras, especially since Carl's car has been lying in a state of dormancy for more than a decade. A few months ago, he decided it was high time he got the car running again, and used the Fun Rally as the inspiration to establish a deadline. As always, these things always run right up to the last moment, and it was only with the help of his riding mechanic, Ken Mann, that the car once again attained the locomotive



*The huge Pantera turnout at the Smith's house resulted in a takeover of his next-door neighbor's driveway*

state. After only a quick drive around the block, they set off for the Smith's house, the first time the car had seen the road since 2011!

There were a handful of people who fell victim to *force majeure* and didn't manage to make it, including Larry Finch, Mark Bailey, and Forest and Judy Goodhart (Mark, and Forest and Judy later made the drive straight to Reno over I-80, arriving late that night). Dennis Valdez allowed himself to be cowed by a 'mixed' weather forecast and left his beautiful Pantera at home, arriving behind the wheel of his BMW. He was already angry at himself for making this mistake even before he arrived, and remained so throughout the weekend as we were blessed with (mostly) terrific weather.

As always, the Smith's served as the consummate hosts, with Garry Choate taking up station in front of the grill to cook the beef, pork and chicken shish kabobs. We all enjoyed a thoroughly enjoyable and lengthy lunch, secure in the knowledge that our destination wasn't all that far away. Eventually, though, it was time to saddle up.

Hwy 88 is arguably one of the best driving roads in California, offering terrific pavement and spectacular views, largely unencumbered with traffic or pesky law enforcement. We set off at a brisk but not overly fast pace, but were



***Longtime POCA member Carl Stein hasn't driven his Pantera since 2011 (it still had its 2012 registration sticker). He made a command decision to drive to the Fun Rally, and spent many weeks going through it from top to bottom to get it back on the road again***

soon strung out as some very reasonably chose to drive at a much more modest pace. Up front, we pulled over a couple of times to allow the rest of the pack to catch up, and on the downhill slope Lori and I took up a position near the rear, just for the improved view of Panteras in front of us.

After a quick fillup and rest stop at a Maverik gas station, we made our way into Reno. Our GPS was warning

of severe traffic ahead and suggesting alternate routes, which we chose to ignore, at our peril as it turned out. A mega traffic jam caused by a construction zone (in which precisely zero construction work was being carried out) meant that our cooling systems were taxed to the maximum. It took us the better part of an hour to get the final six miles to the hotel. Thus it was with a great sense of relief that we pulled in to the reserved parking area and made our way into the hotel.

After freshening up, we made our way to the hospitality suite and were pleased to find it reasonably crowded. We were given our event packages and informed that attendance was projected to be slightly higher than last year's, which was good news indeed.

Carl Stein and Rick Carlile hadn't attended a Fun Rally for many, many years, and so we elected to join them for dinner. Carl's mechanic, Ken, has a friendly relationship with the management of the hotel which enabled us to get five-star treatment at the Roxy steak house in the Eldorado Resort. We enjoyed some of the best steaks any of us had ever had, and then were quite pleasantly surprised to find that a substantial percentage of our bill had mysteriously disappeared!



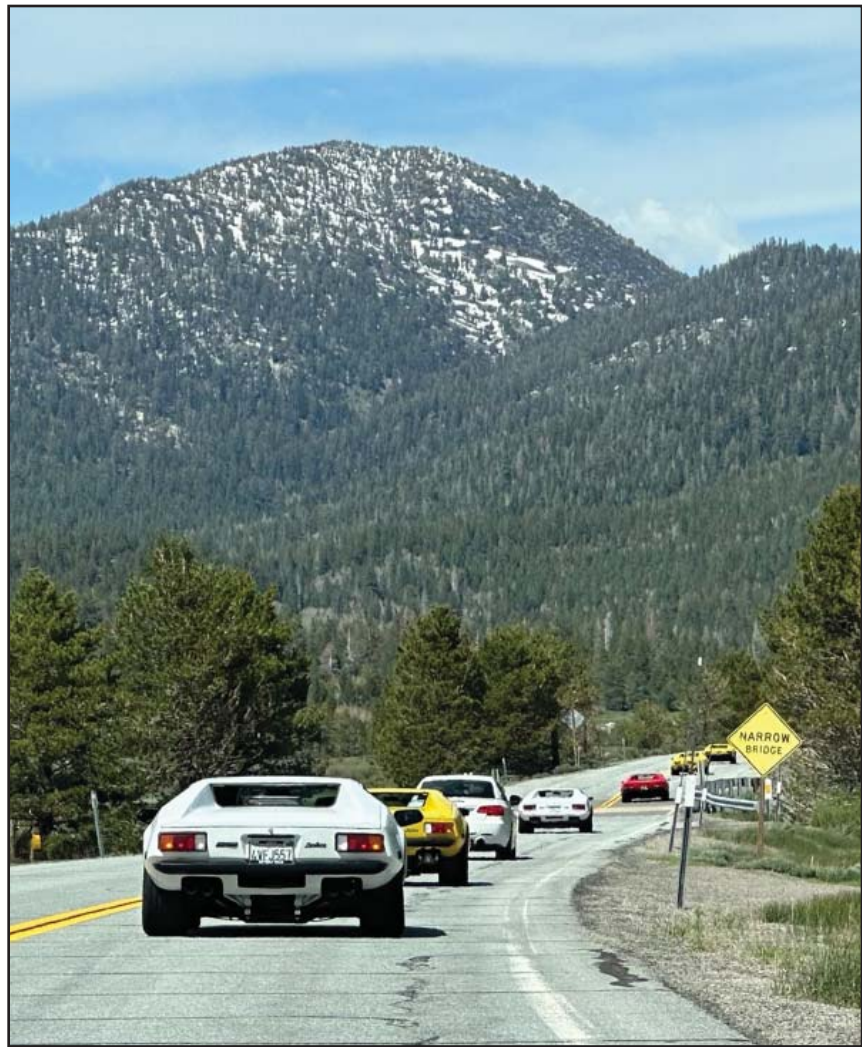
***Some (but not all) of the club members who gathered to enjoy the Smith's terrific hospitality***

A handful of cars were positioned in the ballroom display, including Greg Taylor's over-the-top Mangusta, which had crowds around it all weekend long. He needed to bring booster power along, as his battery would eventually drain as he repeatedly demonstrated the electro-hydraulic party trick gullwing doors and front hood.

The next morning, drivers convened in the parking lot for a briefing on the drive to Virginia City. Once the center of wealth in the western half of the United States, this once-vibrant silver mining town has reinvented itself as a tourist trap, but in the most favorable way, and it is a worthwhile destination for anybody visiting the area. We set off and headed south on Hwy 395, then turned onto the beautiful two-lane road for a steep climb up the side of a mountain, which then dropped us off into Virginia City on the back side.

There was no set agenda at this point; we were all free to wander around and enjoy the various restaurants and souvenir shops that lined the main street. I am particularly drawn to the architecture, as the buildings all date from the 1800s, and many fulfilled the same roles back then as they do now, such as the various bars and restaurants, the firehouse, and the brick schoolhouse.

One fellow from Colorado wasn't enjoying himself quite so much, as his



***Highway 88 is just about the best way to get anywhere west of the Bay Area, whether it's Reno, Las Vegas, Arizona, or New York!***



***Greg Taylor's stunning Mangusta was one of only a handful of cars selected to be displayed in the hotel ballroom***

clutch master cylinder had decided to give up the ghost. Fortunately, Larry Stock's shop was located just a few miles away in Carson City, and arrangements were hastily made to have it towed there and repaired.

Lori and I wandered slowly up and down the street, bumping into and conversing with various other Fun Rally participants before finally ending up at the south end of town, which is home to a terrific BBQ joint. After an enjoyable lunch with several other club members, we ambled back to the car and set off for the hotel.

And none too soon, as it turned out, because a powerful mountain thunderstorm was making its presence felt a few miles to the west. As we climbed the steep hill from the parking lot to the main street, we saw a lightning bolt





*The Parade of Pantera entered Virginia City, with its main street consisting of original frontier-era buildings*

erupt from a formidable cloud and strike something on the ground less than a mile away. It was clearly time to make tracks! We made great time heading back to town, with only a spittle of raindrops here and there, and again drove on the freeway (which had much less traffic this time for some reason) and pulled

coolant from the engine bay as the car brutally overheated. What followed was a comedy of traipsing through the rain to a 7-11 to buy bottles of water to refill the system after it cooled down somewhat. Eventually they limped back to the hotel, then went into full McGyver mode.

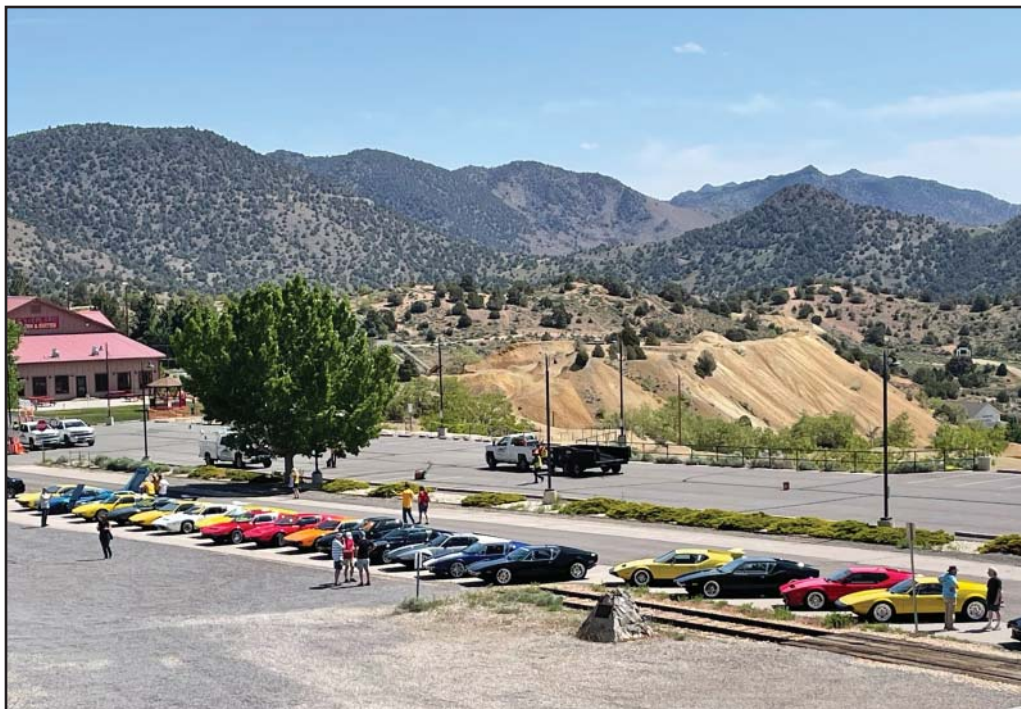
into the parking lot just before the storm hit.

Not everyone was so lucky. Carl and Ken left just a few minutes after we did, and followed Waze to the hotel, which took them via surface streets. The storm caught up to them, and then dumped biblical amounts of rain upon them just as one of his radiator fans seized, which blew the fuse, which was powering the other fan also, which resulted in a Vesuvius-like eruption of steam and

They removed the faulty fan and took an Uber to the Summit Racing warehouse, where they examined a zillion different fans until they found one whose motor had the same rough dimensions as the stock Pantera fan. Ken then dismantled the new fan and transferred the new motor to the old fan and housing, and managed to piece together a working fan. With the fuse replaced, all was well once more, thankfully just in time for dinner.

The ongoing thunderstorms didn't affect the Panteras, which were safely ensconced on a middle level of the parking structure, but they did put paid to the idea of the slick track go-kart races which were scheduled for late in the afternoon. Although many of us were looking forward to the slick track becoming like ice thanks to a layer of rain, the business owner decided he didn't want us taking out our collective aggressions on his equipment and facility, so the races were cancelled, which came as a great disappointment to a handful of us who were committed to racing rain or shine, and really looking forward to the additional challenges that the rain would pose.

The next day, we had a relatively early start, as Larry Stock was kindly hosting a breakfast for everyone at his



*We were parked just alongside the former location of several large silver mines*

Pantera Parts Connection facility in Carson City. Getting there was fairly straightforward, and when we arrived, the caterers were in place and a pavilion was set up to provide shade. What followed was a hearty breakfast, followed by informal tours of the facility and the treasures within.

Carl Stein's adventures continued, as he heard a rotational thunka thunka thunka sound coming from the rear end. As Ken jacked up the car to investigate, he was greeted with a stream of water from a pinhole leak in one of the water

bottles. The noise was determined to be coming from a U-joint which was bone dry. A quick squirt with a grease gun borrowed from Larry sorted it out, and the water leak was summarily ignored, as attempting to repair it by replacing the bottle would have taken all day. (A POCA member from Salt Lake City passing through the area on his way to a Wine Country vacation a few weeks later kindly donated a perfect pair of stock bottles to Carl, who is reconditioning them and will install them soon).

Afterwards, people were faced with a choice—either a slow drive partway around Lake Tahoe to visit the Sierra



*Steve Liebenow with one of his Panteras, safe from the downpour outside*



*Larry Stock opened his shop and laid out a breakfast spread for everyone*

Boat Company (a one-of-a-kind business that is centered around the care and maintenance of extremely rare and valuable wooden powerboats, favored by the rich and famous during the Great Depression), or a 'spirited drive' which started off with a partial circumnavigation of the lake, but then promised to peel off and offer drivers the opportunity to drive their Panteras *con brio* on deserted mountain roads to a small hideaway road house for lunch.

As much as I appreciate the effort and craftsmanship that goes



*This Colorado Pantera lost its clutch hydraulic system in Virginia City. Larry Stock's technician got him running in time to be able to drive back home on Sunday*



*Rick Carlile and Garry Choate consulted with Carl Stein and Ken Mann about the distressing sound coming from Carl's car. Fortunately it was just a dry U-joint*



*Larry Stock has recently released a new variant of the 17-inch Campagnolo clone. His earlier version is pictured below, while his new (and substantively better) wheels are above, either polished or powdercoated*



*Alex Engles drove his Pantera all the way from Connecticut, and would have been a shoe-in for the longest distance driven award had the car actually made it all the way. Unfortunately the distributor gear decided to engage in mortal combat with the camshaft in the middle of the Nevada desert, and the car's progress was comprehensively stopped. What followed was a tragic comedy, as they had to wait five hours for the tow truck, and once on board, the tow truck itself caught fire on the way to Reno!*

into keeping wooden boats alive, I would much rather corner my lips off driving fast on back roads. Unfortunately, absolutely endless dithering saw the small group of us departing more than an hour behind schedule, at which point traffic had picked up, so that our initial progress was quite slow indeed.

We had arranged to meet Gary Glenn at the junction of Hwy 89 and Interstate 80, but when we arrived (more than an hour late, it must be said), there was nobody there. We pulled over and sat for another 30 minutes waiting for a rendezvous that would never happen, before finally shrugging and setting off. Our progress was further impeded by a convoy of like-minded fellow travelers, who were out as a group enjoying a (slow) scenic drive in their 1950s Chevys and street rods. Fair play, certainly, but it definitely took much of the wind out of our sails as we trundled along fantastic roads going well below the speed limit.

When we finally arrived at a junction, they pulled off and we had about ten minutes of unimpeded motoring before we arrived at our destination (in time to see Gary Glenn departing, as he must have thought he was behind us instead of in front of us, so hadn't waited and



*There's nothing like looking in your rear view mirror and seeing a lineup of De Tomasos (even including a 1990s De Tomaso/Qvale Mangusta)*

instead forged ahead, only to find himself alone in the restaurant, where he ate and then set off back for the hotel).

The rest of us enjoyed a delicious, albeit considerably late luncheon, and then drove around the corner to pull off at a scenic overlook in front of the Sierra Buttes. This mountain summit rises to an elevation of 8,591 feet, with a significant topographic relief as the

southwest side rises 4,700 feet above the Yuba river in only two miles.

After taking in the sights, we hoped we could drive in a spirited manner at last. We set off for the hotel, finally blessed with (mostly) open roads. With Erik Kolstoe and Jen in the lead, we had a good five or six miles of fangs-out hard charging before they suddenly pulled to the side of the road and stopped. We

had noted the distinct smell of fricasseed brakes moments earlier and assumed it was coming from the Jeep we had just passed. But Erik reported that his brakes had gone with the pedal going to the floor as he charged into a corner, which made it rather more eye-opening than he had hoped for.

I asked if he had made the rookie mistake of actually using his parking brake earlier, and when he said he had, I felt the hubs of his rear wheels and found one was flaming hot. The parking brake had stuck on (as they often do) and the dragging brake overheated, boiling the fluid and eventually degrading the entire braking system.

He crawled underneath the car and found slack between his now-released parking brake cable and the caliper. A gentle push of his thumb unstuck the parking brake, and he was now good to go once more. After a few moments to let the brakes cool a bit more, we set off at a much more relaxed pace. We stopped a few miles later in a small town where he reported that the brakes

were functional, but the brake pedal was rather mushy, which was no surprise. In light of that, we continued back to the hotel at a pickup truck pace, meaning that the spirited portion of the spirited drive lasted all of about six minutes.

But it was a great six minutes! Plus the lunch was enjoyable, the views spectacular, and the company unmatched.

Unfortunately, our multiple delays had stacked up enough that we arrived back at the hotel many hours late, just in time to miss Les Gray's tech session on ZF gearboxes, something I had been looking forward to very much.



*Rick and Trish Gamez coming off the Mt. Rose Highway into the Lake Tahoe Basin*



*The small but hearty group of enthusiastic drivers stopped at a scenic overlook in front of the Sierra Buttes, before setting off on their return to Reno*

Reportedly it was an excellent presentation, with much wisdom shared and knowledge gained by all those assembled.

Another late night in the hospitality suite followed, with the PCNC store doing remarkably strong business still, as it had the previous evening. Some of us would probably have stayed all night, but eventually the hotel management shooed us all out and sent us to bed.

Saturday traditionally sees some sort of car show, taking place somewhere. One year, there was an existing car show in Reno and the organizers carved out a special corner for



*Erik Kolstoe and Jen Sloan's spirited drive was cut short by a recalcitrant parking brake which thoroughly sizzled the brakes. The center of his left rear wheel was burning hot and the stench of the brake pads was substantial*



*Roadside repairs enabled Erik and Jen to continue under their own power, but circumspection was the order of the day and the pace was far more subdued the rest of the way back to the hotel*

the Panteras (and in fact, even put Lori's Pantera on the event T-shirt!), but this year, it was decided to simply move to the roof of the garage. While this prevented the public from in-

teracting with our cars in a negative manner, it also prevented them from interacting with them (and us) in a positive manner; instead, we just got to look at one another's cars. This was certainly enjoyable enough, but a bit of a letdown compared to years past where we had very public displays in various settings.

After a few hours of baking on the



*Unfortunately we missed Les Gray's terrific talk on the ins and outs of the ZF gearbox. Here Forest Goodhart and Jon Hass compare and contrast a BMW M-1 gearbox on the left with a Pantera gearbox on the right*



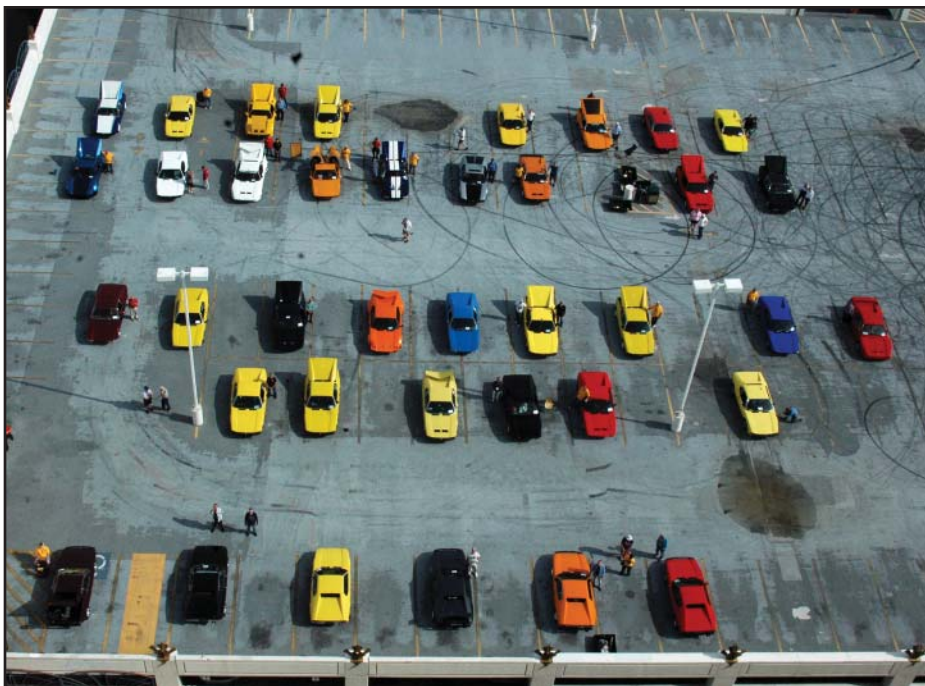
*The roof of the parking structure wasn't exactly a charismatic location for a car show, and it guaranteed the public would be excluded, but the people taking part had a good time nonetheless*

white concrete and talking about Panteras, one by one we repositioned our cars and then went back inside to the hospitality suite to talk about Panteras. After all, we had only been there three days by now so there was still plenty of Pantera talk to be had!

Larry Stock organized a tech session, with Jack DeRyke, Denny Finn and Les Gray all contributing their knowledge in a lengthy question-and-answer session. Meanwhile, a few of us helped Marcus and Irene Smith pack up the club store, which was amazingly all loaded into Irene's Lexus. She reported that she was going home with a lot less merchandise than she had brought up,



*John McNamee's Group 4 tribute Pantera drew a lot of attention due to the fitment of a fuel-injected Ford 302 engine*



*Chuck Engles talked his way onto the roof of the hotel to get photos of all the owners standing alongside their cars*

and viewed the effort as a great success.

After changing into nicer clothes, we gathered for the last time in the club's room, which had been reconfigured with circular tables to serve as a banquet hall. Following the meal (which was surprisingly good, as was, it must be said, virtually all the food offered by any of the establishments in the shared hotel complex), we all settled in to hear our guest speaker, Les Gray, who regaled the crowd with tales of his long history, both as a professional Pantera mechanic, and as the president of POCA.

Normally, the guest speaker is followed the presentation of the various awards, and then by a lengthy (sometimes excruciating) raffle. This year, the raffle

prizes were not nearly as numerous or desirable as in previous years, for reasons unknown to me. That promised a more expeditious raffle if nothing else, but Lori and I couldn't wait around, as we had a 7:00 a.m. flight to Spain to catch in the morning out of SFO. So we quietly said our goodbyes and left the Fun Rally uncharacteristically early, returned to the room to change and pack up, and then headed to the parking lot.

The weather had been threatening earlier in the afternoon but thankfully the rain had stopped and the roads were dry as we set off on a midnight charge over I-80. The roads were completely devoid of traffic, and it is here where the Pantera enters its element. It's not, strictly speaking, a sports car—it's not really at home on tight, twisty, bumpy roads. Nor is it a muscle car, optimized for straight-line squirts between traffic lights. Instead, it is a Gran Turismo, a car



***Curt Hall, Mark Tumbarello and John Hansen admiring Chuck Engles's Pantera, which he drove from his home in Oklahoma City***

designed to carry two people and their belongings swiftly and safely a great distance from one place to another on smooth, fast and gently curving roads. This describes the Sierras portion of Interstate 80 to a T, and we took ad-

vantage of it, finally setting on 85 mph as a safe, comfortable cruising speed, with the odd jaunt up to 100 mph when I allowed my youthful exuberance get the best of me.

It was truly one of the best and most memorable drives of my life, although I confess I wish we had stayed at least a few minutes longer, because Carl Stein was named as the recipient of the Stanley Cooper Memorial Award. This award is presented in Cooper's memory to the driver of the most original, stock Pantera present. Carl's car is virtually a time machine, and apart from the fitment of an aftermarket steering wheel and 10-inch Campagnolo wheels, is in all other respects completely original (oh, forgetting for the moment the bodged-together radiator fan of the day before!) Considering that his car hadn't been registered since 2012 and hadn't been



***Denny Finn, Larry Stock, Jack DeRyke and Les Gray spent several hours answering questions on a wide variety of topics***



***Only 41 Pantera Si models were ever built, and only a handful have made it to the USA. This one belongs to Gerry Romack***



***Marshall Smith bought his 1971 Pantera new and has attended many Fun Rallies***



***Saturday evening saw everyone gathering together for a grand banquet***

on the road since 2011 until just before he left for the Fun Rally, the award was very well-deserved indeed.

All in all, I would view this year's POCA Fun Rally as a great success. Yes, there were a few hiccups brought about by the inclement weather one afternoon, and some event organization could have been better, but these are small things. What remains to be seen is if the event was a financial success or not. As of this writing, the hotel hasn't yet presented POCA with the final bill. If things go well, POCA may have made a small profit, and if things go not-so-well, there could be a (hopefully slight) loss.



***Forest and Judy Goodhart were two of the six people recognized for attending every single POCA Fun Rally. They are the only ones, however, who drove their Pantera each time!***

Which then raises the obvious question—what comes next? Historically the Fun Rally has been held each year. However, the people who put in the tremendous amount of work needed to stage such an event have expressed an interest in passing the torch to the next generation, and it's unclear if there will be volunteers to take their place. Too, it's not really known where the next event might be held. Reno has its advantages (including proximity for the PCNC crew), but it's also rather played-out, as each of the five Fun Rallies has been much like the one before.

What has to happen first is that people need to step forward, willing to invest the considerable effort to organize the event. A location then needs to be chosen which is suitable for us. It has to have a number of characteristics, including secure parking for the cars, sufficient volume to accommodate the hoped-for crowd, and an element of affordability. There has been some talk of turning the Fun Rally into a bi-annual event on odd-numbered years only; this would ease the burden on the organizers and also have a knock-on effect of perhaps increasing participation in the various



***Les Gray was a terrific guest speaker***



***Carl Stein was the winner of both the Stanley Cooper Memorial Award for the most stock, original Pantera, and the POCA President's Award for the best stock-bodied Pantera***

regional events which have started to spring up, such as the Fall Cruise in the Pacific Northwest, and the Great Lakes Panteras Fall Fling.

But for now, no decisions on the future have been made. Instead, we can only look to the recent past and consider how fortunate we are that there have been, up until now, small groups of really great people willing to make the not-inconsiderable sacrifice on our collective behalf, and enable us to get together with kindred spirits and celebrate our shared passion for all things Pantera. We can but hope that more such people will soon emerge and start planning for the next POCA Fun Rally!



# Monterey Motorsports Reunion

Tony Harvey Memorial Good Times Dinner

Friday, August 18, 2023

No-host happy hour 6:30 PM

Dinner 7:30 PM

Garden Terrace of the Los Laureles Lodge

313 West Carmel Valley Road

Carmel Valley, CA

Come help PCNC celebrate Automotive Overload with another fabulous get-together at Los Laureles Lodge. The Terrace lawn area will be filled to capacity with DeTomasos to admire (put your car on display by 6:00 PM). As in past years, there is a theme for the dinner, chosen by last year's attendees. The theme for this year's dinner is "The Roaring Twenties." So, wear your best flapper dresses, or pin stripe suits (no machine guns or cement shoes, please). We'll have People's Choice Award balloting for the cars on display.

This year's buffet dinner features Fresh Local Green Salad, Grilled Salmon, BBQ Ribs, BBQ Chicken, Roasted Potatoes, Corn Bread, Apple Cobbler with Applejack Brandy Whipped Cream, and Fresh Fruit. Come early & enjoy the Hospitality Room.

We've said "fuggetaboutit" to inflation again, and left the price the same as it was the last two years: \$70.00/person through July 31.

**RESERVATIONS ARE REQUIRED**

Please make checks payable to PCNC and send to:

PCNC Dinner  
c/o Steve Dalcino  
3374 Prairie Dr.  
Pleasanton CA 94588



Photos  
courtesy of  
Ron Kimball Studios  
& Mike Subocz

Best of Show 2022

27TH ANNUAL  
**IRONSTONE**  
CONCOURS d'ELEGANCE  
SEPTEMBER 23, 2023

**VEHICLE REGISTRATION**  
THE CONCOURS d'ELEGANCE WEEKEND

Friday, September 22, 2023  
*Ironstone Vintage Back Roads Tour*  
*Cars & Stars Dinner*

— & —

Saturday, September 23, 2023  
*Concours d'Elegance*  
*Patron's Tent and Luncheon*



27TH ANNUAL  
**IRONSTONE**  
CONCOURS d'ELEGANCE  
SEPTEMBER 23, 2023



**CONCOURS d'ELEGANCE**  
**WEEKEND**

**FRIDAY, SEPTEMBER 22, 2023**

*Ironstone Vintage Back Roads Tour*  
*Meet at Ironstone Vineyards*

10:00 am Tour Through Murphys  
12:15 pm Lunch on New Melones Lake  
Lunch and Boat Ride

*Cars & Stars Dinner*

5:30 pm Wine Tasting  
6:00 pm Dinner Under the Stars  
and Silent/Live Auctions  
in the Amphitheatre at Ironstone Vineyards

**SATURDAY, SEPTEMBER 23, 2023**

*Concours d'Elegance*

9:00 am – 4:00 pm  
More Than 300 Beautiful Antique  
and Classic Automobiles

*Patron's Pavilion and Luncheon*

10:00 am – 4:00 pm  
Wine Tasting and Lunch on the Field

*Luncheon in Music Room*

12:00 pm – 1:30 pm

*Awards Ceremony*

3:00 pm – 4:00 pm



ironstoneconcours.com

Tax ID #68-0431851

## 2023 CLASS LIST

- A Antique
- B Vintage
- C American & European Classic Open
- D American & European Classic Closed
- E Pierce-Arrow
- F Packard
- G Austin and Bantam Cars
- H Wood Bodied Cars
- I Race Cars
- J Porsche 75th Anniversary
- K Unrestored to 1959
- L Unrestored 1960-1973
- M Mini & Micro Cars
- N American Production: 1946 to 1954
- O American Production: 1955 to 1961
- P American Production: 1962-1973
- Q American Muscle Cars through 1973
- Q1 Mopar Muscle Cars through 1973
- Q2 Corvette through 1973
- R European Japanese and British through 1973 (to be divided based on entry mix)
- R1 Mercedes-Benz
- S Model A Ford
- T Ford Thunderbird
- U Commercial
- V Motorcycles
- W Vintage Trailers
- X DeTomaso
- Y Amphicar
- Z Stationary Engines and Tractors

Ironstone Concours d'Elegance supports the display of 1973 AND EARLIER vintage automobiles and motorcycles in their original or restored-to-original condition.

For guest and entrant's safety, cars **MAY NOT LEAVE THE SHOW** until Best of Show award has been presented. Exit gates and traffic control will not be in place until show has concluded or 4PM, whichever is earlier.

### Note for Class Size Limits:

Due to unexpected (but much appreciated) entry volume it may be necessary to limit the entry count in some classes to 15 cars and in such cases the 'first come first served' rule will apply, so please send in your entry promptly. We make every effort to divide classes based on entry mix received in order to properly display entries, however there is a finite limit to the space on the Ironstone grounds which dictates that we keep the total entry count below 325 cars.

# RULES OF ENTRY

ENTRY DEADLINE IS AUGUST 31, 2023

## Our judging format will be as follows:

Rather than awarding first, second and third place prizes in each class, our judges will be asked to designate a percentage of the cars in each class to receive a ribbon indicating an "Award of Merit." From that group, judges will designate one vehicle as "Best of Class."

As has been our custom, in addition to the usual overall awards and several new awards, "Best of Class" vehicles will parade across the stage to receive their award. This creates a fun, relaxing and elegant event... more reminiscent of the French Concours d'Elegance of the 1930s, where each car was judged on its overall elegance and style rather than on its minutely detailed physical perfection.

Remember, **ONLY STOCK, NON-MODIFIED VEHICLES ARE ACCEPTED AT IRONSTONE CONCOURS D'ELEGANCE.** We also love original, unrestored and well-maintained vehicles. All participants are invited to purchase tickets to attend the Cars and Stars Dinner on Friday night and the Gala Luncheon in the Patron's Tent on the field on Saturday. These wonderful events are important in our efforts to support Central and Northern California youth in Ag programs, notably FFA and 4H programs.

## Car Placement:

The show field will be available for vehicle placement from 10:00 am to 5:00 pm on **Friday, September 22**. If convenient, bring your vehicle in on **Friday to avoid the Saturday morning crunch! Gates open Saturday morning at 6:30 am and we ask that all show vehicles be in place by 9:00 am.**

## Notes:

- **Any vehicle that won a "Best of Class" in 2022 will not be eligible for judging in 2023. However, it is welcome for display only and can be eligible for judging in future years.**
- Ironstone Concours d'Elegance reserves the right to combine and divide classes based on the entry mix. Due to space constraints, some classes may be limited in the number of vehicles accepted.
- Individual marque classes may be broken out depending on entry numbers.
- **Ironstone Concours d'Elegance is open only to vehicles and motorcycles in their original or restored-to-original condition.**
- Please have your current insurance and registration in your vehicle along with a fire extinguisher.

Entrants are encouraged to drive their cars to Concours. Each entered vehicle will be judged in its category by standards emphasizing the elegance and integrity of the vehicle's design as deemed appropriate for its era and type. Undercarriages, engine compartments, trunks and personal areas will not be judged. Judges will take no notice of normal vehicle wear and usage.

The entry committee must approve all applications and reserves the right to reject any vehicles that do not meet Concours standards. Vehicles must be driven through the check point onto the Concours field. A special trailer unloading and parking area will be available. Entrants are expected to have a fire extinguisher with their vehicles for safety purposes.

This prestigious event is expected to be the best one to date, thanks to your participation and support! Get ready to show off your prized automobiles and get into the spirit of Concours d'Elegance, where guests and registrants are encouraged to come donning fancy vintage hats to suit the classic car theme. We look forward to seeing your beautiful cars on the stunning grounds of Ironstone Vineyards!

## Concours Gives Back to Campership!

Through donations made by car entrants, Concours has donated over \$35,000 to support agricultural student summer camps and other educational programs. Thank you to everyone who has been a part of Concours over the years, as well as your continued support for youth agricultural programs!



## ENTRY FEES

Entry fees are non-refundable. For one vehicle, the fee is \$90.

Paid entries entitle the owner(s) to general admission for two adults, and two tickets for the lunch in the Music Room. Additional general admission entry tickets may be purchased in advance or at the door for \$25 per adult.

## ENTRY FORM

Please submit one or more good, clear, recent photographs of your vehicle with your entry form, or email digital images to: [cmbock@sbcglobal.net](mailto:cmbock@sbcglobal.net). Be sure to include your name and address with each photo.

All entered vehicles must be in their assigned show spaces no later than 9:00 am on Saturday, September 23, and must remain on the event grounds until 4:00 pm. Owners are encouraged to park their vehicles in their assigned spots on Friday to avoid the Saturday morning rush. Security guards will be in place beginning Friday at noon.

For additional entry information, please contact Chris Bock at (530) 400-0540 or [cmbock@sbcglobal.net](mailto:cmbock@sbcglobal.net).

For judging information, please contact Jim Sinclair at (530) 919-6391.





## Thank you to our 2022 SPONSORS

### DIAMOND STAR

AG Association Management Services Inc. • BP Moser Trust • Cars Yeah • Crete Family Foundation  
Ironstone Vineyards • KVIE • Mechanics Bank • Mercedes-Benz of Stockton  
Precision Electric California • Ramshead Automobile Collection

### GOLD STAR

AIM, Inc. • Black Oak Casino Resort • Capital Public Radio • City Mechanical • Clarke Broadcasting • F&M Bank  
Hagerty Insurance • Highline Autos • Kludt Oil • LF Associates • M&R Company • Murphys-Angels Lions Club  
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Public Access TV • Wonderful Nurseries

### SILVER STAR

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LF Associates • Mark Twain Medical Center • Mid Valley Agricultural Services • Murphys Inn Motel – Murphys Suites  
Nex Systems/Garage d'Elegance • Panella Trucking • Petersen & Company • Phillips Farm • Sanborn Chevrolet  
Sanitary Stainless Welding • Sonora Ford • San Joaquin Farm Bureau Federation • Wells Fargo Bank

### EVENT MAILING

Ironstone Foundation  
Concours d'Elegance  
P.O. Box 809  
Murphys, California 95247  
(209) 269-6950  
info@ironstoneconcours.com  
ironstoneconcours.com

27TH ANNUAL  
**IRONSTONE**  
CONCOURS d'ELEGANCE  
SEPTEMBER 23, 2023

### EVENT LOCATION

Ironstone Vineyards  
1894 Six Mile Road  
Murphys, California

IRONSTONE CONCOURS d'ELEGANCE  
**2023 VEHICLE ENTRY FORM**

*Entry Deadline is August 31, 2023*

Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_

Your Name \_\_\_\_\_ *(How you'd like your name to appear in program)*

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Cell \_\_\_\_\_ Fax \_\_\_\_\_ Email \_\_\_\_\_

**VEHICLE INFORMATION**

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

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

Coachbuilder (if custom) \_\_\_\_\_ Class Requested \_\_\_\_\_

Comments/History: \_\_\_\_\_

Is this vehicle to be judged? Yes No Are you bringing a trailer? Yes No

My photo is enclosed.  I will email a digital photo image to: **cmbock@sbcglobal.net**

**ORDER FORM**

Vehicle Entry \_\_\_\_\_ 1 vehicle @ \$90 = \$ \_\_\_\_\_  
(includes 2 admission & 2 lunch)

Friday, Ironstone Vintage Back Roads Tour \_\_\_\_\_ vehicle(s) @ \$125 = \$ \_\_\_\_\_  
(2 guests)

Friday, Cars & Stars Dinner \_\_\_\_\_ guests @ \$85 = \$ \_\_\_\_\_

Saturday, Patron's Pavilion on the Field \_\_\_\_\_ guests @ \$125 = \$ \_\_\_\_\_  
*includes lunch on the field*

Additional Admission Tickets \_\_\_\_\_ tickets @ \$25 = \$ \_\_\_\_\_

Additional Lunch Tickets \_\_\_\_\_ tickets @ \$40 = \$ \_\_\_\_\_

**Yes, I would also like to support student programs!** = \$ \_\_\_\_\_

*Please, consider an additional donation to support students by sending them to summer camp and other agricultural educational programs: each ag program is \$150.00. We would appreciate any donation amount that you would like to make.*

**Total enclosed \$ \_\_\_\_\_**

**Make checks payable to:**  
Ironstone Concours  
Foundation

**Mail form to:**  
2972 W. Swain Road, #228  
Stockton, CA 95219

**Email or call:**  
cmbock@sbcglobal.net  
(530) 400-0540

**By signing below I agree to stay until the Best of Show Award has been presented and I understand that traffic control will be in place following the conclusion of the event for guest and entrant safety. By signing below I agree my vehicle is stock and non-modified as outlined in the registration packet.**

**Release of Liability**

*Entrants and participants by execution of the entry form release and discharge the Ironstone Foundation and anyone else connected with the management of the car show from any and all known and unknown injuries, losses, judgments, and/or claims from any causes whatsoever that may be suffered by a participant to his/her property or person.*

\_\_\_\_\_  
Signature of vehicle owner or representative

\_\_\_\_\_  
Date

# All Italian Day Car & Motorcycle Show

**New Date! Sun Sept 24<sup>th</sup>**

(no more Alameda Antiques Faire traffic in the Tube!)



Please join ARA and SONC for **All Italian Day** at the Main Street Soccer Field in Alameda, California on Sunday, September 24th, 2023.

All forms of Italian transportation are welcome. This year marks the 36th anniversary of the event, with all event proceeds again going to Special Olympics of Northern California.

Exhibitor fee is \$25 per vehicle, including show entrance for the entire family. Pre-register at [www.AllItalianDay.org](http://www.AllItalianDay.org) . Or you can register at the event - anyone in an Italian vehicle should enter through the exhibitor gate, stop at the registration booth, and drive onto the field.

All lovers of Italian automotive art are also welcome! Spectator entrance is \$10 per person or \$20 per family, payable at the gate on the day of the event with cash, check or credit card.

If you have never been to this event before, check out Mike Drew's article about last year's All Italian Day in the November Pantera Club newsletter.





Brent Stewart  
1239 Valley Quail Circle  
San Jose, CA 95120



## NEXT CLUB MEETING

**Thursday, July 27th, 2023  
7:30 P.M.**

**DENNY'S  
1001 East Capitol Expressway, San Jose  
*NEW MEETING LOCATION!***

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## UPCOMING CLUB EVENTS

16-20 August ————— Monterey Classic Car Weekend (Steve Dalcino)

22-24 September ————— Ironstone Concours Weekend (Steve Dalcino)

24 September ————— All-Italian Car Show in Alameda (Mike Drew)

1 October ——— Little Italy Street Festival Italian Exotic Car Show (Gary Kono)