



news

Volume 26

Issue 5

May 1999

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Minutes of Meeting 15 April, 1999

The meeting was called to order at 8:00 p.m. by president Dave Crego. All officers were present except for Larry Stock and Sharon Renshaw. Also missing were Jim and Anita Kuehne, who had to fly home to attend to Jim's sick mother. We wished them all the best.

Perhaps due to the unusual meeting date, only 29 members were present, but there were six Panteras in the parking lot.

New Members/Guests: There were a couple of strangers in our midst. **William King** has certainly been getting his money's worth out of his '71 Pantera since he purchased it from ex-PCNC member John Wehrheim. The resident of Austin, Texas has driven it from Texas to Las Vegas (twice) and Monterey (once), and on a lark he decided to drive it to the Bay Area on a business trip!

He is strongly considering relocating to our area, and has been using his Pantera as a daily driver for the past month.

The crowd was surprised to meet **George Gordon-Smith**, the POCA columnist from England, visiting California (and the USA) for the first time in conjunction with his first-ever trip to Las Vegas.

Corrections to Last Month's Minutes: There were *no* corrections to the newsletter!

Club Library Report: As the librarian was absent, there was no library report.

Club Treasury Report: Similarly, due to the absence of the club treasurer, there was no formal report, other than an assurance that we are still well in the black.

Club Store Report: Bill informed us that the entire contents of the PCNC store were all packed away and ready to go to Las Vegas. He was bringing our largest inventory to date, almost \$12,000 worth of merchandise!

He also described the four gift bags PCNC would be contributing to the POCA raffle, whose combined value was \$230.

Past Events:

PCNC Dyno Day and Horsepower Clinic: This was our largest and most successful tech session! Upwards of 75 people and 25 Panteras made the trek to the home of Roger and Pam Sharp to take advantage of the presence of Keith Paulsen's Dynojet dynamometer. In fact only two people at the meeting hadn't been at the event also! Roger and Pam got a well-deserved round of applause for the event, as did Chuck Melton who organized the dyno runs. See the story elsewhere in this newsletter.

Upcoming Events:

Spring Safari to the Sierras — 29-31 May: Bear Valley ski resort will be hosting their second annual weekend package aimed at the sporty car set. This event features an autocross, scenic trips and a dinner dance, and is somewhat like the Sports Car Olympics. Long-time SCO participants Russ and Doris Britschgi plan to attend; contact them for more information.

Wine and Rod Tour — ??? July: The Cregos are still working on the details for this event, and they plan to reach out to Nancy Haney for local expert advice. Watch this space!

Monterey Historics Weekend — 27-29 August: Tony reported that half our rooms have sold already, with *no* advertising conducted so far! He still has standard rooms (\$465 with two twins or one queen), larger suites (\$675), and special rooms with bars, fireplaces, etc. for additional costs. Once the advertising hits the streets, he expects the remaining rooms to go fast, so if you're interested, contact Tony pronto! See the flyer elsewhere in this newsletter for the details.

Pantera International is scaling back their presence in Monterey this year and strongly desires to work with PCNC to make it a more unified event for Pantera owners. To that end, they plan

to attend *our* dinner instead of having one of their own; this will mean an additional 140 people, which should make it one hell of a party!

PI would like volunteers to help organize the parking for the Panteras on the grass at the Concours Italiano as well. If you're interested, please contact Dave and Linda Adler.

Ford Fun Sunday — 12 September: Steve Liebenow is again on the committee organizing the largest all-Ford car show in California (after the Fabulous Fords Forever show at Knott's Berry Farm) This show will be held at the old Ford manufacturing plant that is now the Great Mall of Milpitas. Watch for flyers in upcoming newsletters.

Silver State Stock Tour — 18-19 September: Larry is again planning on hosting a tour of Nevada, to be held in conjunction with the fall running of the Silver State race. More details to follow.

Mission City Classique Car Show — 2 October: This benefit car show for the Santa Clara school district is near and dear to Doris Britschgi, and she'll be organizing a Pantera contingent.

Clearlake Road Trip/Open House — 9-10 October: Brian and Kathy Gentry have purchased a home right on the water at Clearlake, several hours north of San Francisco. Their region boasts some terrific back roads, so they are hosting a tour which will start at Mum's winery in Napa. After an exhilarating drive through the mountains, we'll convene at their home. There is a hotel within walking distance of their home, and once there, we'll enjoy a big BBQ, fishing, boating, etc. with a return drive on Sunday.

News, Clues and Rumors:

It's Alive!!!!: The PCNC dyno day was noteworthy for more reasons than one—besides being the largest event PCNC has ever held, it was also a significant moment in Mike Drew's life. For this day marked the first time since 1990 that he *drove* his Pantera! He had been working for weeks to make it somewhat (accent on *somewhat*) roadworthy, and he managed to drive it more or less without incident over 100 miles to the event, and then run the car on the dyno! The drive pointed out several fairly serious mechanical faults with the car, so it is now off the road again while he tears out the entire suspension and steering. No word on when the car will see the street again...

Raffle Results: Since Larry wasn't in town, Tony Harvey acted as rafflemaster with the following results:

Silver State Hat — Charles Melton
Hat Pin — Judy DeRyke
Luggage Tags — Chuck Melton
Keychain — Steve Liebenow
Sunshade — Judy DeRyke
Pantera Mug — Jason Allen
Pantera Patch — Keith Gilmore

The meeting adjourned to the parking lot for show-and-tell, which lasted well past 11:00 p.m.

PCNC Board Meeting Minutes

21 May 1999

The PCNC board met for the second time this year to review our performance in Las Vegas, and to help solidify plans for the remainder of the year.

The meeting (held at the office of Michael and Roxanne Fertitta) began at 7:30 p.m. Present were Dave Crego, Mike Fertitta, Chuck Melton, Bill Santos, Anita Kuehne and Mike Drew.

The first order of business was the Las Vegas Open Track event, and the management of the track committee. The club was very pleased with the performance of the committee this year, but at times there was some question as to how the responsibility and authority flowed. After some discussion, it was decided to reiterate the existing policy.

The Track Committee (headed by Ed Kornegay) bears the responsibility to make decisions on all aspects of the open track event, including all decisions regarding financial matters. However, once their decision has been made, when it comes to financial matters they must present it to the PCNC board for ratification. If the board disagrees with the committee, negotiations must take place. Chuck Melton as Motorsports Officer is in overall charge of all Motorsports events, and Ed Kornegay falls directly underneath him in the chain of command.

On a smaller note, since PCNC has quite a few leftover Speed Trials t-shirts left, the board voted to send complimentary T-shirts to the SCCA corner workers who worked our event this year. The goal is to show our appreciation for their hard work, and to motivate them to come back and work for us next year.

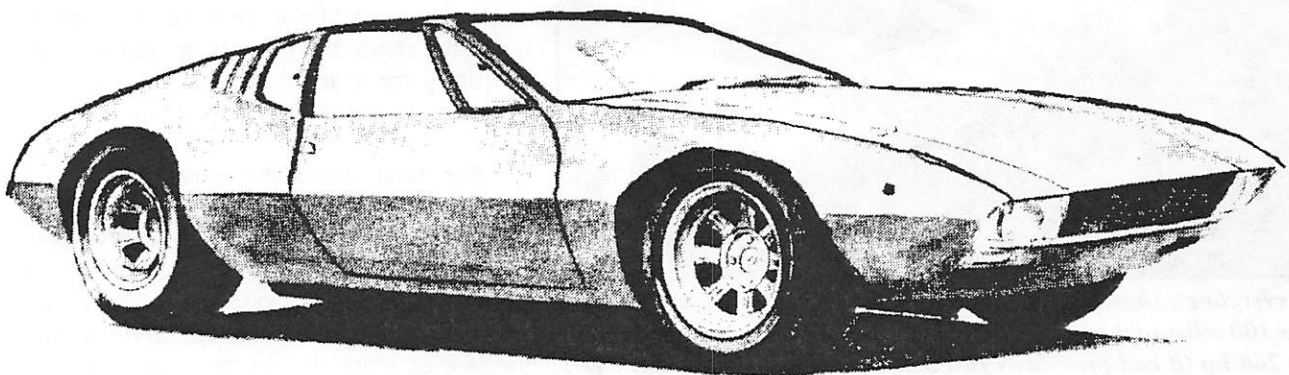
The other major PCNC function in Las Vegas was our Club store. Sales went very well again this year, and the transportation of the goods to and from Las Vegas by Dave Crego worked out well too.

Discussion then turned to the upcoming Monterey event. The Adlers have approached PCNC with the desire to turn an increasing portion of the responsibility for Concours Italiano over to us. Specifically, they wish to have PCNC take responsibility for arranging the DeTomaso cars on the grass, and also to stage (and pay for) the concours.

After some discussion, the board decided that since Pantera International is the officially sanctioned sponsoring club for the DeTomaso marque, PCNC would avoid taking on any of these duties, especially in light of the fact that between the Las Vegas track event and the not-inconsiderable work and financial investment required to stage our existing functions during the Monterey weekend, we simply lack the personnel and financial resources to take on further duties in Monterey.

However, PCNC will continue to work with PI to help make the Monterey weekend a joint effort. We will be radically expanding our Friday night BBQ to incorporate all 140+ PI guests as well as our traditional POCA/PCNC participants.

Business was completed just before 10:00 p.m., whereupon Chuck Melton showed video he'd taken at the Dyno Day and Las Vegas Speed Trials, and photos from both events were passed around.



PCNC Tech Session and Horsepower Clinic

*By Mike Drew
Photos by Mike Drew and Jim Last*

In recent years, the Pantera Club of Northern California's tech sessions have become the stuff of legend. Pantera enthusiasts from all over the San Francisco Bay area, and from as far away as Washington state and Los Angeles regularly gather to share their knowledge and experience with others. The goal is to maximize the fun of owning a Pantera and minimize the pain, by making maintenance an enjoyable pastime instead of a chore (or worse yet, an expense!)

While the events have continued to grow in size and popularity, PCNC had ambitions of creating a totally different kind of technically oriented event. With most club cars in a fairly sound state mechanically, the event organizers decided to focus the club's attention on the most important but often neglected aspect of the Pantera—the engine!

Keith Paulsen of Superior Dyno Service in Fairfield, CA has a massive Dynojet chassis dynamometer that he has incorporated into a trailer, making it fully portable. Mike Drew coordinated with him to close down his shop, pack up his gear and haul it several hours

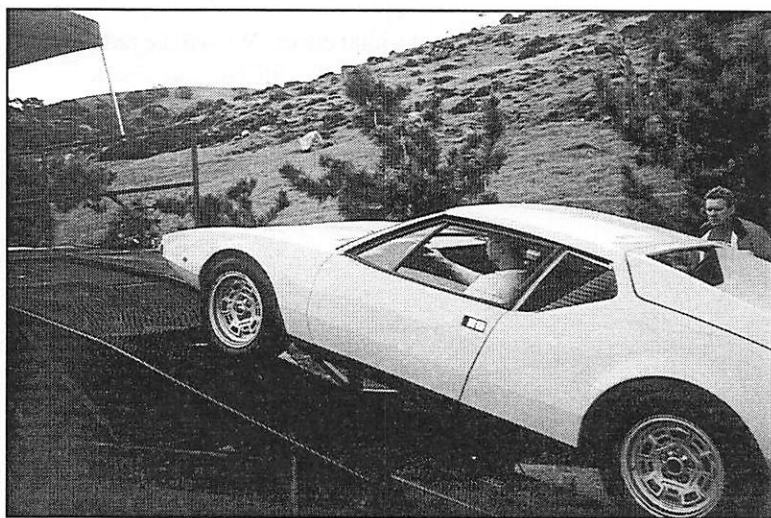


William King (pulling his exhaust pipe) drove his green '71 all the way from Houston, TX—he timed his business trip to coincide with the dyno day!

down the road to the home of Roger and Pam Sharp, the traditional site for our tech events. He charged us a fixed fee for a full day of dyno service, and the club would recoup the investment by charging members to run their cars on the dyno.

Chuck Melton took on the somewhat formidable task of attempting to organize the drivers to group Panteras together in batches, then run brand X cars in a separate batch. The reasoning was that by running several Panteras back-to-back, valuable dyno time wouldn't be wasted changing the tie-down setup from one car to the next. Panteras of course were given priority on the dyno, but there was plenty of opportunity for club members driving non-Panteras to wring their cars out as well.

For those that aren't aware, a Dynojet dynamometer consists of two giant drums weighing over 3,000 lbs. The rear wheels of the car are set atop the drums, and as the car is accelerated in top gear from about 2500 rpm to redline, the computer measures the rate at which the drums' rotation speed accelerates, and converts that measurement



To everyone's shock and amazement, Mike Drew drove his Pantera over 100 miles to the event on its inaugural run! His engine only put out 260 hp (it had previously run 380 on a chassis dyno) so there's some detective work to be done inside the engine bay!



Forest Goodhart puts the pedal to the metal, and as the rear wheels are spinning at well over 100 mph, his motor cranks out 430 horsepower, earning him the well-deserved title of "King of the Hill"

to torque. From there, horsepower can be mathematically calculated.

In order to gain valuable data regarding fuel/air mixture, the exhaust system required a fitting (known as a bung) to be welded on one side, at the leading edge of the tailpipe, just aft of the collector. An oxygen sensor connected to the dyno would then be installed, and the mixture graphed against horsepower and torque at all rpm.

The weather forecast was somewhat questionable, but on the appointed day the sun shone brightly. The dyno arrived at 7:30 a.m. (a bit earlier than anticipated!), and the Panteras started showing up shortly thereafter.

Initially, quite a few Panteras were put up on jackstands with their left wheels removed, as the owners set about pulling their tailpipes off. Roger set up an assembly line, where he would drill a large hole, set the bung in place and weld it on, all in a matter of minutes. After the pipe cooled off, and received a shot of black spray paint, the owner would then re-install it (often with new gaskets supplied by Larry Stock of Pantera Parts Connection, who had again brought his comprehensive collection of parts to the event.)

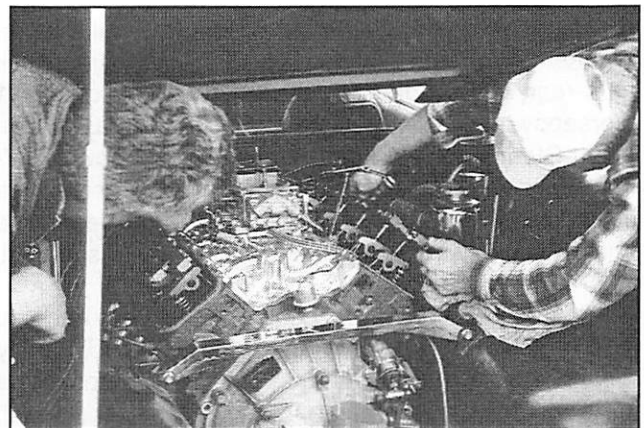
While this was going on, Dave Crego and his buddy ran their Cummins diesel pickup trucks on the dyno. Once they were through, the Panteras started to make their preliminary runs.

By mid-morning it was apparent to all that this was by far the best-attended PCNC tech session ever. In fact, over 25 Panteras, 25 Brand-X performance cars and 75 people were present at one point or another!

There were several notable success stories among the Pantera set. Tom Padula's new fuel injection system didn't make a ton of horsepower, but the fact that the car ran at all (given that he'd just installed it a few days earlier) was a victory in itself. His twin superchargers still have a tremendous amount of potential, as his peak rear wheel hp was only 353. There was about a 70 horsepower dip at 5500 rpm, which indicated that he still has some tweaking to do with his laptop!

Forest's similar setup is fully dialed in, as his 430 rear wheel horsepower attests! Other than a bit of steam escaping from a leaking radiator cap, his car ran flawlessly. Among the normally aspirated set, Roger Sharp's car stomped 'em, with an awesome 354 rear wheel hp from his solid-lifter 351 Cleveland.

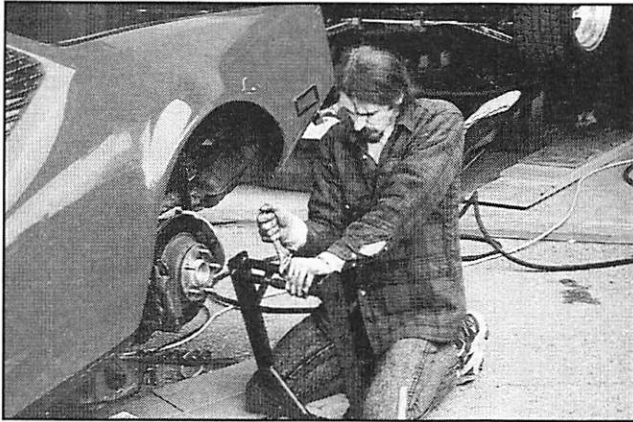
The long-distance award had to go to William King, who drove his ex-John Wehrheim '71 Pantera all the way from Houston, Texas! He is contemplating a move to the Bay Area, and drove his Pantera out here to check out not only the job market but also PCNC's hospitality! His daily-driver Pantera managed a very respectable 301 horsepower.



Larry and Roger spent all day wrestling with the engine in a vain search for additional horsepower

The attendees were flat-out amazed to see Mike Drew drive up at the wheel of his own Pantera! This was the very first time this car has been on the road since 1990! His motor was a little soft (for reasons yet unknown) and only put out 260 rear wheel horsepower, but it made it there under its own power. Several handling difficulties cropped up (the steering would lock up when attempting left turns!) so the car probably won't be back on the road again anytime soon!

Among the non-Pantera set, one of the most dra-



Mike DeRyke wrestles with Nancy Haney's new Hall Pantera chassis brace. Installation involved a considerable amount of physical work (and not a little profanity) to scrape off undercoating, and tweak the brace to fit the car

matic vehicles was a very tricked out Porsche 914 with a custom Ligenfelter-built fuel-injected 383 cubic inch Chevy. This little rocket put out a whopping 408 horsepower! Steve Liebenow's Draggin' Wagon ('67 Fairlane with a factory 428 Cobra Jet) scared everyone as its non-speed-rated tires deformed and flexed at 130 mph as the car generated 238 horsepower (but 345 ft/lbs of torque.) Mike Drew's GT-350 had been driven down by Sacramento Pantera club member Jim Last, and while it put out a righteous sound, its horsepower was a relatively modest 202.

On the other hand, several Panteras put in less-than-stellar performances. Larry Stock's super-trick 400-rear-wheel horsepower motor put out only 241 horsepower (and later exploded in Las Vegas), while Gary Glenn's '74 put out a puny 180 horsepower. After considerable carburetor fiddling, he managed to lose an additional five horsepower, so he's decided some major engine work will be on the cards for this winter!

A word on horsepower figures—the numbers you see here are rear-wheel horsepower, which is vastly different from the factory's horsepower figures. The auto industry used gross horsepower until mid-1972, then switched to net horsepower. Gross figures are taken at the flywheel with a seasoned engine, and no power-robbing accessories at all. That means no water pump, no alternator, no A/C, nothing except the oil pump and perhaps a fuel pump. Net horsepower is also taken at the flywheel, but includes the accessories. Generally there is about a 15 percent horsepower loss due to drivetrain friction (clutch, gearbox etc.) and a 15 percent loss due to accessories, air cleaner, etc.

So to compare rear wheel horsepower to the factory's stated gross horsepower, two calculations need to be performed. We'll use Nancy Haney's Pantera as an example, which generated 234 horsepower

on the dyno. Dividing this figure by .85 (for the 15% drivetrain friction loss) yields 275 net horsepower (very close to the factory's stated 262 net horsepower for L-model engines.) Further dividing this 275 figure by .85 (for accessories) yields 323 gross horsepower, slightly higher than the factory's earlier gross rating of 310. This is right in the ballpark for what is basically a stock engine except for a Holley carburetor and Edelbrock intake.

Late in the afternoon, the skies clouded up and a slight drizzle began to fall, as cars that had run in the morning took to the dyno again for a repeat run. Most people had identified weaknesses in their particular cars, and after numerous carbs were dismantled and re-jettied, virtually everyone saw improved numbers which made the exercise worthwhile.

At the same time, a few non-engine-related chores were being attended to—for example, Nancy Haney's Pantera was beat upon all day by Mike DeRyke and Rick Mosley so they could help install a Hall Pantera chassis brace. Other than that, most owners were content to hang out and watch the other cars run on the dyno as opposed to tackling projects on their own cars. And of course there was a non-stop feast as the BBQ was kept running all day long, and periodically one chef or another would make the rounds with a plate full of hot links or something similar for those up to their elbows in carburetors!

Several non-PCNC members drove Panteras to the event, including a beautiful GT4 conversion once owned by Nick Stenn. One can hope that they will have seen the benefits of club membership and will be getting on board here shortly!

At the end of the day, the hat had to be passed to a few people who got some extra dyno time in, and there was enough need that we paid to have Keith stay and run the dyno for an extra hour. Financially the club broke even on the day, and a great time was had by all. What more could you ask?



This beautiful GT4 (once owned by Nick Stenn) is now owned by a non-member—note the non-DOT race tires



MONTEREY 99'

~EVENTS~

Aug. 26,27 & 28th: PCNC 'Weekend at Monterey' held at Los Laureles Country Inn. Contact Tony Harvey for information . (831) 663-1020, THarveyZep@aol.com, PO Box 223028, Carmel Ca. 93922

Aug. 27th: PCNC 'Good Time Dinner' held at Los Laureles Country Inn, Carmel Valley. Contact Tony Harvey for information. (831) 663-1020, THarveyZep@aol.com, PO Box 223028, Carmel Ca. 93922

Aug. 29th: 49th Annual Pebble Beach Concorso d'Elegance. Featuring prewar Packards; postwar Maserati 5000 GT; 100th anniversary of Logonda; Auto Union display; Historic Hot Rods and the second annual tour of the Monterey Peninsula. Tickets \$50.00 Call (831) 372-8026

Aug. 29th: Christies's at Pebble Beach Auction. Call (800) 395-6300 for information.

Aug. 25, 26, 27, 28 & 29th: Blackhawk Collection of Classic Cars at Pebble Beach on the Peter Hay Golf Course. 10AM till 8PM admission is free.

Aug. 27 & 28th: 14th Annual Monterey Sports Car Auction at the Double Tree Hotel at Fisherman's Wharf. For information call (800) 211-4371

Aug. 27th: Concorso Italiano. Honored Marque this year is Fiat; celebrating "100 Years of Fiat". Isotta Franchini will be debuting their new cars the T-8 Spyder & T-12 Coupe' to the U.S.A. at this event. Tickets are \$40.00 for spectators in advance and \$45.00 the day of the event. Exhibitor cost is \$35.00 per vehicle which includes entry for two people. Thursday reception for exhibitors at Quail Lodge at 7:00 to 9:00 PM. For information call (425) 688-1903 or Concorso.com

Aug.27,28 & 29th: Monterey Historic Car Races at Laguna Seca. This year honored Marque will be Auto Union. Call (800) 327-7322 or Laguna_seca.com for information

Aug. 28th: Pantera International track side corral at Laguna Seca. Includes tickets to the Historic Races, food, drink and trackside parking. Tickets \$30.00 Call (714) 847-0338 for more information.



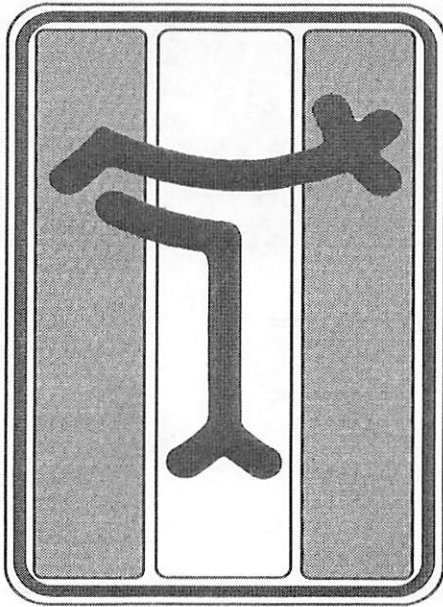
GOOD TIMES DINNER

This year PCNC's 'Good Times Dinner' will follow the Concorso Italiano. On Friday August 27th at 7:30PM we will be having California buffet at Los Laureles Country Inn, located in sunny Carmel Valley. The dress will be California casual. This year is sure to be a hit. All members staying at our host hotel (Los Laureles Country Inn) receive passes for two people to the dinner included in their room package. The cost of the dinner is \$27.00 per person otherwise.

For more information or to book your reservation please call Tony Harvey at (831) 663-1020, THarveyZep@aol.com or write to PO Box 223028, Carmel Ca. 93922

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~EVENTS~

Aug 28th: Brooks Auction at Quail Lodge. Call (415) 391-4000 for information

PCNC Hotel

Los Laureles is the site of the clubs' hotel. Los Laureles is located in sunny Carmel Valley; just a few miles east of Quail Lodge, the site of the Concorso Italiano. Los Laureles Inn is rich in history and legend, its past is a mix of Spanish conquistadors, tribal Indians, bandits, cowboys, socialites and Pantera owners. The rustic country atmosphere will be a welcome reprieve for many Pantera owner after their day is over at one of the many car events being held during the weekend. With its towering palms and views of nearby mountains, Los Laureles imparts a sense of tranquillity and remoteness; however, the property is centrally located to all the car events. Laguna Seca is just a short trip over the hill where you find yourself right at the main gate of the race track. Carmel By the Sea is a short drive for those interested in shopping. There is even a bus stop right in front of the hotel for those wanting to travel around the Monterey Peninsula and not have to worry about driving. All in all Los Laureles is the perfect site for a wonderful Weekend in Monterey.

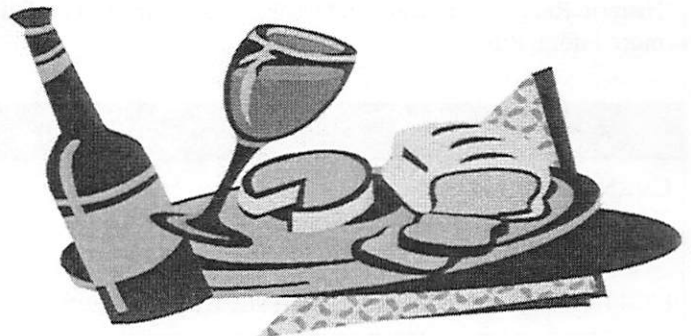
PANTERAS & BENTLEYS

PCNC has taken over the whole hotel at Los Laureles Country Inn. Our rules are the same as always: # 1 you must have a good time and # 2 no whining! We will have a lot of fun things going on this year in Monterey, one exciting thing, to this writer is that we will be having Bentleys and Panteras at the same hotel! Yes, you read correctly we will be sharing the hotel with the Bentleys Drivers Club. Some of you may have met a few of their members in the past at one of our 'Weekends at Monterey'. They are a great group of folks and I am confident we will have a wonderful time chatting about some of the commonalties our cars have. Perhaps we can all chant to the prince of darkness "Lucas" together as we try to sort out our electrical troubles. The hospitably house will be open for all guest and friends from Thursday until Sunday. All lovers of Panteras and fine automobiles are welcome. We encourage members who can only come to Monterey just for the day to stop by and visit with your old friends and met some new ones. Our hospitality house will be stocked with goodies, sodas, and no shortage of armchair racers.

GOOD TIMES DINNER: Members from Pantera International and The Bentleys Drivers Club will be joining in the fun and good times at the post-Concorso dinner this year. Cost per person is \$27.00 for a lovely buffet dinner, served on the lawn at Los Laureles Country Inn. Located in Carmel Valley, close to Laguna Seca and Quail Lodge (the site of the Concorso Italiano), Los Laureles is known for its relaxed peaceful atmosphere and great food!!

Quest staying at Los Laureles recieve dinner for two at the GOOD TIMES DINNER in their room package.

For more information call: Tony Harvey at (831) 663-1020, THarveyZep@aol.com or write PO Box, 223028, Carmel Ca 93922



Cadillac

presents

CONCORSO ITALIANO

Quail Lodge Resort • Carmel, California

Friday, August 27th, 1999

1999 Exhibitor Application

Return to C.I., P.O. Box 1015, Mercer Island, WA 98040 USA. Fax: 425-646-5458. Email: ci@concorso.com

- Please complete and return this application by July 1st. (After July 1st, the Exhibitor Fee is \$70.)
• Registration cut-off date is August 1st, 1999 - Or when the Green is filled to capacity.
• Please supply all information. • Checks preferred. Credit cards accepted.
Please read the Information Pamphlet before completing this form.

New: You can complete this application electronically via our Web Site http://www.concorso.com.

Name _____ Guest's Name _____
Address _____ City _____ State _____ Zip _____
Phone: Bus () _____ Home () _____ Fax () _____
e-mail: _____

VEHICLE INFORMATION

Year _____ Make _____ Model _____ Chassis No. _____
License Plate No. _____ Exterior color _____ Interior color _____

List any unique characteristics of your vehicle: _____

ATTENTION FERRARI OWNERS

Please check this box if you wish to have your Pre-1990 Ferrari judged in the Concorso Italiano Vintage Ferrari Concours, hosted by the FCA Pacific Region. As indicated below, there is an additional \$30 FCA fee. IAC/PFA rules will be used and a chassis serial number is required. The deadline for judging is August 1st. Questions may be directed to Ed Gilbertson, Chief Judge, at 415-824-6129, fax: 415-824-3016.

FEES

Exhibitor Fee is \$35 for qualifying automobiles and motorcycles. Fee includes Green Pass (gains entrance for your car) and entry for up to two vehicle occupants as the vehicle enters the Green, tickets for two to the Exhibitor Hospitality Suite, a goodie bag, an Event Program, and invitations for two to Thursday evening's Exhibitor & VIP Reception. After July 1st, Exhibitor Fee is \$70. Please note: You will need your Green Pass to enter the Green. If there will be more than two occupants in your party, you will need to purchase additional Spectator Tickets. This includes handlers.

\$35 per vehicle. (\$70 after July 1st.) No. of vehicles _____ x \$35 each = \$ _____

I will attend the Thursday evening Exhibitor & VIP Reception: YES [] NO []

Additional Exhibitor Hospitality Suite tickets for friend(s) and/or club members. No. of tickets _____ x \$20 each = \$ _____

Coffee & rolls in the AM; refreshments and Afternoon Treat.

Concorso Italiano Vintage Ferrari Concours, hosted by the FCA Pacific Region,

Registration Fee (for Pre-1990 Ferraris) Please note: You must ALSO register as an Exhibitor above. Ferrari Vintage Concours: No. _____ x \$30 each = \$ _____

Additional Advance Spectator Tickets: Includes Event Program and close-in reserved parking. No. of Advance Spectator Tickets _____ x \$40 each = \$ _____

Spectator tickets purchased on the day of event are \$45 and include general on-site parking. (Children under 12 are admitted free when accompanied by a paying adult.)

Remember, your Green Pass allows entry for up to two vehicle occupants as the vehicle enters the Green. GRAND TOTAL \$ _____

Corral parking on the First Fairway, across from the Green. This is a good solution for those who must arrive late or leave early, and cannot display their vehicle in the Concours. No rental cars in Corral. Inquire for Corral Application. Cost is \$75.00 per Corral vehicle and includes two Spectator Tickets. (After July 1st, Corral Fee is \$90.)

Credit Card Payment: Check One: Visa _____ MC _____ A/E _____ Authorized amount \$ _____

Card number: _____ Exp. date _____

Cardholder name: _____ Date _____

1999 Concorso Italiano Terms & Conditions and Release and Waiver of Liability and Indemnity Agreement

Check here _____ I have read, understand and agree to the Release and Waiver of Liability and Indemnity Agreement and the 1999 Concorso Italiano Terms & Conditions, both of which appear on the reverse side of this application and on the Concorso Web site (http://www.concorso.com) if I have printed this application from the Web site. I have retained a copy for my records.

Signature: X _____ Date: _____

Concorso Italiano is an event owned by Concorso Italiano Inc., a Washington Corporation.

Presented by Cadillac in association with



BVLGARI

Supporting Sponsors:



Mercedes-Benz

Participating Sponsor:



The official Car Rental Company of Concorso Italiano.

FOR CONCORSO ITALIANO USE ONLY: File# _____ Subst. _____ Inv. _____ Conf. (date) _____ Spread (date) _____

Pantera Club of Northern California - Chapter Store

Apparel		Emblems by PMS; better than OEM	
		Bumper or grill, white w/blue/red	35.00
		Wheel centers (set of 4); colors as above	22.00
Hanes Beefy-T, 1-color Logo A on front; 100% cotton; some shrinkage. Ash-Bk Ink or Bk-White Ink, S, M, L, XL	12.00	* Pin; fine pewter w/T logo. 4/8" dia. High-polish. Specify back preference: hat/lapel or tie tack back	7.50
Hanes Beefy-T, 5-color Logo A on back, script Pantera over pocket; 98% cotton. Ash; M, L, XL	18.00	Patch w/embroidered Logo A; 3-1/2" dia. Red background only.	4.00
Team Pantera Racing(TPR) - Silver State Road Race(SSRR). Beefy-T w/pocket in White or Ash. TPC on pocket, on back = TPR, SSRR, in black and <i>Some Fear</i> in Red M, L, XL	15.00	* Key Holder/Fobs Metal twist lock w/T Logo Wrench for Valve Stem Caps (below) Leather fob, logo & twist lock.	8.00 10.00 8.00
Ladies scoop neck, pre-shrunk, 100% cotton, Anvil # 641 & 823 Frost Orchid, Yellow Haze & Ringer - Frost Pink. M, L, XL	18.00	√ Tote Bag, Logo A on natural duck with black handles and logo. 3 for \$25	10.00
Ringer T, Logo D on back, 5-color Mama Mia on front; 100% cotton, Pre-shrunk. White w/neck and sleeves ringed in Black, Red, or Dk. Green. S, M, L, XL	20.00	Other Goodies	
Speed Trails 99 Event T-shirt. Beefy-T, pre-shrunk, 100% cotton, natural color. Multi-color on back and track outline on pocket. S, M, L, XL	15.00	* License Plate Frame; Pantera or Mangusta w/T Logo above. Engraved; filled w/acrylic resin. Hardware hider kits. Chrome or onyx over brass Gold plated (24 k w/20 microns)	30.00 40.00
Hanes Beefy-T by PPC; 99% cotton. Ash w/pocket "Every Man's Garage is his Castle". 1 or 3 color S, M, L, XL	15.00 18.00	* Antenna Mount. Approx. 2-1/2"x7-1/2"; bolts on trunk hinge. No holes required for installation.	24.00
Beefy-T, 5-color Logo A on front; 100% cotton. Ash; M, L, XL	17.00	* Paper Weight; solid brass. Onyx or satin chrome. Leather pad bottom; suede pouch.	16.00
Polo shirt w/embroidered Logo A. 100% cotton; minimum shrinkage. Outer Banks #5012 or Jerzee #439M. Red, White, Black, & Yellow. The old standard. S, M, L, XL	34.00	* Tire Guage, Digital, Accutire, Mdl. MS-44B, 5-99 PSI, .5 lb resolution, Permanent Lithium Power	12.00
Jackets with large Logo A on back and stylized word Pantera on left breast. Letterman & twill, lt. blue/khaki sleeves, snaps 80.00 OR Nylon shell/fleece lined zip front & pockets, color winesong 75.00 Name on right breast in athletic scrip, add \$5.00. M, L, XL	80.00 75.00	* Memo pads. Five pads/40 sheets/package. Plain Logo A or Logo with: Awesome; I'm onto; Now that's Italian. Small (4-1/4"x5-1/2") Large (5-2/1"x8-1/2")	5.00 10.00
Cap 2-tone, adjustable buckle snap & grommet. Body in khaki, visor either blue or green. 15.00	15.00	Custom checks, 200 single checks; Logo A or B. Duplicate and business styles available.	16.00
Belt buckle, ltd. edition. Commemorative 20th anniversary. Enamel epoxy (specify car color) 18.00 Plain 15.00	18.00 15.00	Cannon Golf Towels; 100% cotton. Logo C. 16"x26"; brass grommet and hook. 9.00	9.00
Polo Shirt - Pique Knit w/embroidered Logo A. Multi-color White/Navy/Gadabout, Forest Green/Wine/Navy, and Concord/Jade/Navy Outer Banks #5031 M, L, XL	37.00	Fremont Street Photos by Jim Nowlin Poster, 20"x30" color, specify year 28.00 Print, 8"x12" color, specify year 10.00	28.00 10.00
Sweatshirt; 5-color Logo A on back. Ash. M, L, XL	25.00	Valve Stem Caps w/T Logo. Blue or Red. Set of 4. 12.00 W/fob-security lock (see above). Per set. 20.00	12.00 20.00
PPC Sweatshirt. "Every Man's Garage is his Castle". M, L, XL	28.00	Luggage Tag w/Logo A. Use business card or ID provided Great for briefcases. 2 Tags: \$5.00; 5 Tags: \$10.00. 3.00	3.00
Beefy-T for youth; 100% cotton. Yellow and some white S=6-8; M=10-12; L=14-16 10.00	10.00	Beer Mug; 12.5 oz. Glass w/handle. Clear w/Logo A, royal blue ink, wrapped. \$5 each Set of 4 18.00	18.00
Event T-shirt. Speed Trials 99, Beefy-T, 99% cotton with Pocket, natural color. 4-color of back and track outline on pocket. CLOSE OUT - PRICED 10.00	10.00	√ Insulated Mug, 16 oz. Gray w/Logo A on 2 sides, royal blue ink. 4.00 2 mugs \$7.50; 3 mugs \$11.00; 4 Mugs \$14.00	4.00
Emblems, Fobs, Pens, Pins, Patches, Bags		Reserved	
Pen, ball-point Quill #301. Duragold finish, T logo on slant top; engraved w/deTomaso. Gift box. Buy two 15.00 28.00	15.00 28.00	Silver Coin Silver State Classic Challenge & DeTomaso 40 th anniversary commemorative coin. One Troy ounce .999 fine silver encased in plastic w/stand. While the last 35.00	35.00
Hat/lapel pin, 5-color Logo A; approx. 1-1/4" rect. 4.00	4.00	Country "I" Sticker: oval; static cling; 5-1/2"x3-1/2". 2.00	2.00
Pin, Swedish Club. Gold w/blue and white logo. 10.00	10.00	Pantera car pin. Red color car. 5.00	5.00

Make check payable to PCNC (US dollars); send to:
Pantera Club of Northern California
948 Olympus Court
Sunnyvale, CA 94087-5240
Allow 3-4 weeks for delivery; 8 weeks for special orders.
Phone (information only): 408-732-6468

Shipping/Handling (US)
Orders up to \$30 \$3
Between \$30.01 and \$60 \$4
Between \$60.01 and \$100 \$5
Orders over \$100 \$6
Canada and Mexico: add 50% to S/H charges

Legend:
* Some XXL available; add \$2
√ New item
+ To be discontinued
PPC Pantera Parts Connection
PMS Pantera/Mustang Services



Logo A



Logo B



Pantera
Logo C



Logo D



Logo E



Logo F

All items subject to price change and availability. No phone orders please.

Revised: 5.1/99

NEXT CLUB MEETING

THURSDAY, May 27, 1999
8:00 P.M.

COCO'S RESTAURANT
1209 OAKMEAD PARKWAY
SUNNYVALE, CA

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

July TBA? _____ Wine and Rod Tour (Dave Crego)

Date TBA? _____ Pre-Monterey Tech Session (Roger Sharp)

August 27-29 _____ Monterey Historics Weekend (Tony Harvey)

REMINDER — NEWSLETTER ARTICLES DUE BY 15TH OF EACH MONTH



Capt. Mike Drew
136 Lighthouse Way
Vacaville, CA 95688

exp. 7/99
Mr. Ken LEVIN
8090 Arroyo Drive, #4
Pleasanton, CA 94588