



# news

A Chapter of POCA

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

Volume 52

Issue 6

June 2024

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## Minutes of Meeting 30 May, 2024

The meeting was called to order by the president at 7:35. Unfortunately Mark Bailey was absent, and he is the one who normally manages the Zoom process for online participants. Although all the necessary hardware and software was present to enable Steve to get it going, there were some unforeseen technical issues that prevented it from being successfully launched, so we issue apologies for all of those who might have attempted to attend remotely.

Among them were Brent Stewart and Joe Golden, who were having dinner together up in Ukiah and attempted to join in from the restaurant. The best they could do is text a photo of them enjoying themselves!

The other club officers missing were Larry Finch and Bob



Benson. Perhaps due to the presence of our guest speaker, we had a reasonably robust in-person turnout with 21 club members in the room. There were no Panteras in the parking lot.

**New Members/Guests:** We were pleased to welcome **Mike Fontes**, one of PCNC's newest members who was profiled in the newsletter several issues back. He recently purchased a green Pantera L, and came armed with a list of questions, seeking advice for making some minor needed repairs and/or improvements.

Also in the room was **Keith Euranius**, our guest speaker from Hagerty Insurance. He had a comprehensive display set up and was there to share information about collector car insurance generally, and Hagerty's offerings specifically.

**Changes To Last Month's Minutes:** Patty Arevalo's last name was misspelled in the previous issue. It is actually spelled Arevalo.

**Club Store Report:** Irene and Marcus were in the room, and they brought the entire inventory of the club store with them, in four big plastic storage bins. We have a considerable amount of cash in the club store account to pay for the production of new items, but Irene is waiting for the announcement of a large event to justify the effort. She is also soliciting ideas for new designs.

**Club Treasury Report:** The club is in some hot water with the state over a supposed failure to file a tax return more than ten years ago. So far attempts to resolve it have been unsuccessful, and state robots have sent a notification that they are revoking our non-profit status! Larry has finally got ahold of a sympathetic human being there, and efforts are underway to get the situation resolved. The hope is that everything will be tickety-boo before the next meeting.

**Club Membership Report:** Brent had intended to issue his report over Zoom, so didn't pass any information on to Steve prior to the meeting; consequently there was no report this month.

**Club Website Report:** The new website is moving ahead, although there have been some issues with PayPal refusing payment for our web charges due to a problem on their end. There has also been great discussion behind the scenes about what the new web address should be; it was decided that since the cost to register a domain name is trivial, we should defensively register not only the name we want to use, but also a variety of similar-sounding names, to ensure that if people accidentally type in the wrong address it will still get ported over to our site, and also to prevent any bad actors from establishing ownership and then attempting to extort us in some way.

**Club Motorsports Report:** Bob Benson was out of town but was able to relay information to Steve prior to the meeting. There was nothing new to report, as CFRA doesn't have any events scheduled until the fall due to the Sears Point repaving effort resulting in pavement failure which then required additional paving work.

**Club Library Report:** It is safe and sound, with no new additions. For members who are unaware, the club maintains a comprehensive collection of books, magazines, technical articles, etc. etc. relating to the Pantera, and all items are available for free checkout at any time. Contact Forest Goodhart for more information.

**Hagerty Presentation:** At this point the normal business of the meeting was halted to turn the floor over to Keith Euranius, who gave a comprehensive briefing on collector car insurance, answer-

ing general questions as well as questions specific to Hagarty. Look for a full article in next month's newsletter for the full scoop.

### **Past Events:**

**Brett and Patty Birthday Party:** Brett reported on the party which was held in their honor by the Reno-Tahoe Pantera club; it was covered in an article in last month's newsletter.

**PanteraPalooza:** Both Mike Drew and Mike Fontes attended this terrific Pantera-only (well, De Tomaso-only) car show in Orange County. It was a smash success, far exceeding the previous iterations in the recent past. Look for the full story elsewhere in this newsletter.

**Larry Larsen Tech Session:** A small gathering was held at Larry Larsen's house in mid-April, where people got together to help him pull his ZF gearbox out. Many, many years ago he had the ring gear bolts safety-wired by some local fellow who claimed to be an 'expert', but it was never really right, and recently he spit the head of a ring gear bolt through the bottom of the gearbox cover!

After the gearbox was out, and snacks were consumed, he subsequently brought it down to Lloyd Butfoley at RBT Transmissions. Apparently the person who went through it years ago was an absolute gorilla, along with being a pathological liar. It turns out none of the ring gear bolts had ever been wired, and all of them were backing out to varying degrees, with at least one broken and fired through the bottom of the gearbox. There was additional damage discovered internally due to the 'mechanic' attempting to force things together when they didn't go together easily, and even the most basic step of fitting the correct sideplate gaskets was ignored. Instead he had used simple RTV, ignoring the fact that the gaskets are a specific thickness to create a needed interface between some of the internal gears. As a result the rebuild was exceedingly expensive, as many parts needed replacing. However, all the work was necessary and Larry was very happy with the finished result.

### **Upcoming Events:**

**Larry Larsen Tech Session Part Deux — 29 June:** Another tech session will be scheduled to reinstall the gearbox back into Larry's car at the end of June. We will gather early at Larry's house in Morgan Hill on the Saturday morning and hopefully will be all finished by early afternoon. Please let him know if you're planning on attending so he can get the catering sorted out.

**Monterey Car Week — 10-18 August:** More information has come forth regarding the resurrection of Concorso Italiano, which many feared would be lost forever. See the article elsewhere in this newsletter for all the details.

Steve Dalcino is collecting funds and taking reservations for the dinner; see the flyer elsewhere in this newsletter.

**Central Coast Tour — 13-16 September:** The long-discussed informal gathering of California Pantera clubs has so far failed to fully gel; however a date has been selected based upon deconflicting with other POCA chapter events. Mark Bailey is taking the point on this project but he wasn't able to Zoom in to share the latest news. All will be revealed at the June meeting; in the meantime block off your calendars for this weekend, which promises to be fantastic!

**Ironstone Concours — 27-29 September:** Steve Dalcino noted that as part of the Ironstone weekend, there will be a vintage back roads tour on the Friday. This means that anybody who wanted to take part would either need to leave home extremely early, or go up on Thursday instead of Friday.

**All-Italian Car Show In Alameda — 29 September:** For those who aren't going to Ironstone (or those who are ambitious), this event will be held on the Sunday.

**Little Italy Festival — 6 October:** This street festival in the Little Italy neighborhood of San Jose celebrates all things Italian, including their automobiles. Established in 2016, it draws an estimated 15,000-20,000 visitors. It features authentic Italian cuisine, music, wine tasting, arts and crafts, cultural exhibits, and an Italian farmers market. On Saturday there is a car show that highlights the more humble, pedestrian Italian cars like Fiats and Alfa Romeos, as well as Italian motorcycles, while Sunday's car show is for Supercars of Italy.

Several PCNC members have already signed up to show their Panteras on Sunday. More information, and event registration can be found at [www.LittleItalySJ.com](http://www.LittleItalySJ.com).

**PCNC Christmas Party — 7 December:** The party is scheduled for the same place as before, this time on the 7th of December.

**New Mexico Rally — Spring TBD:** A professional event planner who lives in New Mexico and owns a Pantera is making noises about hosting a POCA Fun Rally-type event, except it wouldn't be a POCA event. The details are still quite sketchy but it might even incorporate a track day at the Sandia Speedway in Albuquerque. More details will likely emerge at the end of this year.

### **Club Business:**

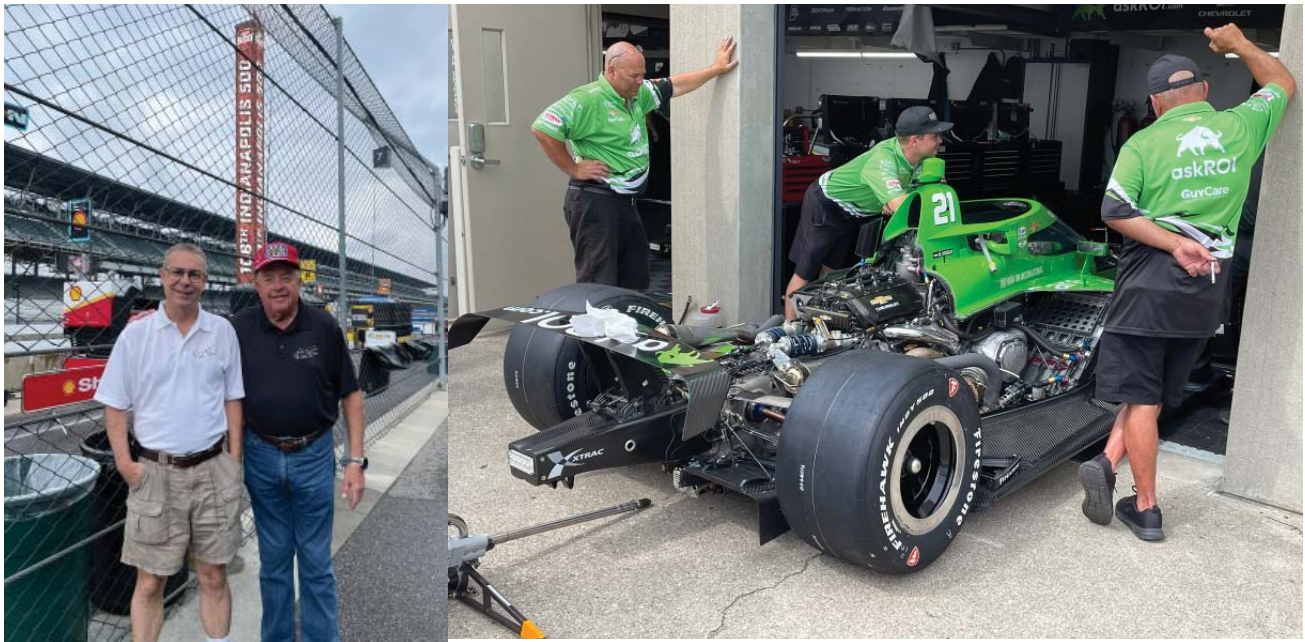
**Volunteer For Events Coordinator No Longer Needed:** After months of beating the bushes looking for a volunteer, during the meeting Dennis Valdez quietly stepped up to fill the shoes of Gary Kono who elected to retire at the end of last year. Thanks Dennis!

**Buy, Sell and Swap:** There were no items on offer this month.

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

**Have Job, Will Travel:** Mike Drew told a quick story of a recent airline trip that he scheduled specifically to afford him the opportunity to engage in Pantera-related (or at least Pantera-adjacent) activities. The first night saw him landing in San Antonio, Texas, and the following morning he helped install the engine and gearbox in a Pantera undergoing restoration (using a forklift as an engine hoist!), and then afterwards rebuilt the car's steering rack. He then dashed to the airport and flew to Indianapolis, where the next morning another Pan-





tera owner who was a retired track official for the Indy 500 was able to use his connections to get Mike into the garage, and they watched practice before qualifying for the race from the pit wall. After that he landed in southern California just in time to attend the PanteraPalooza. Whee!

**Club Raffle Report:** Due to the impending closure of the restaurant at 9:00 p.m., a command decision was made to cancel the raffle, meaning there will be even more prizes on offer for the upcoming meeting!

The meeting adjourned to the parking lot, where many of us admired Erik Kolstoe and Jennifer Sloane's new Lotus Emira, which was almost an impulse buy on their part. They now join Brent and Bev Stewart in the tiny club of PCNC members who own Emiras. Congratulations to them all!



# Membership News

## New Members for June:

We have no new members this month.

## June Membership Anniversaries:

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

**Steve and Merry Dalcino:** 25 years

**Lysianne Doute:** 13 years

**Mark and Yasmine Charlton:** 7 years

**Olonzo Roberts:** 5 years

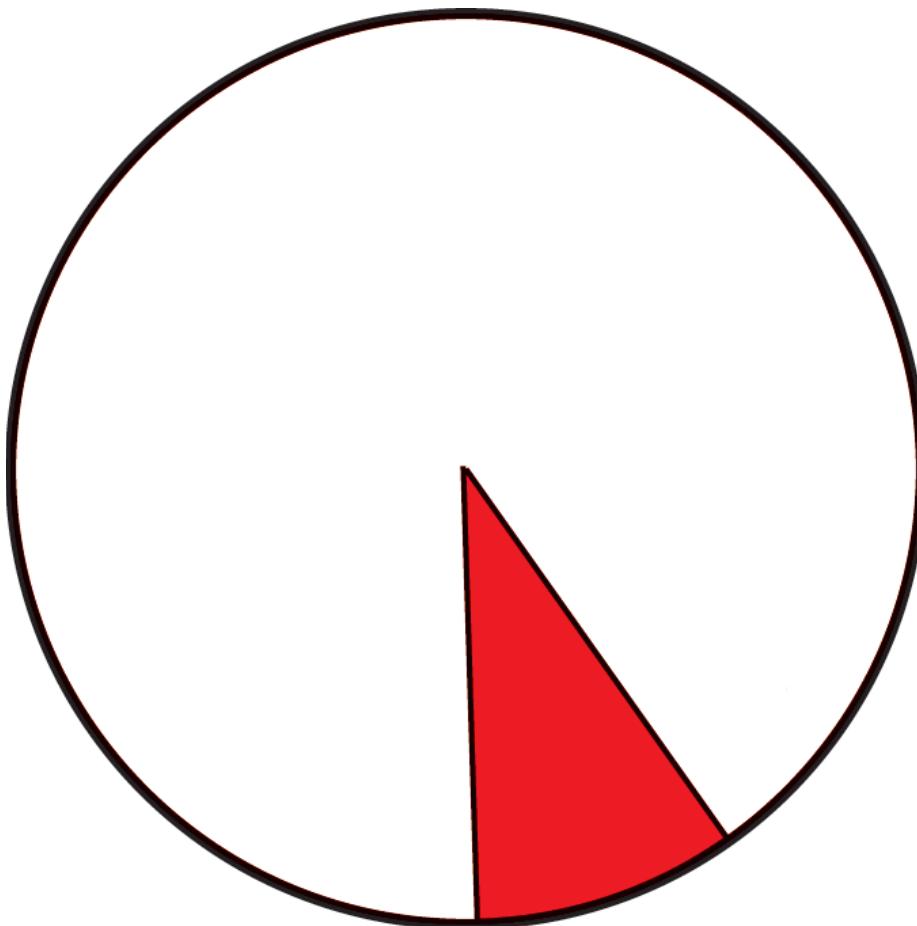
**Matthew Kelleher:** 14 years

**Lou Brizzolara:** 11 years

**Jeff Gick:** 7 years

**Ron and Tara Aquilina:** 3 years

## *Chances I'll Stop Driving My Pantera*



*None*

*Also none, but  
in red*

# *In Memorium: Beverly Hall*

On May 28, Tara Hall, who has been running Hall Pantera for a number of years, and is the granddaughter of Gary and Bev Hall, issued this announcement:

*It is with a heavy heart that we announce that my grandma Beverly Hall passed away yesterday. Our family was by her side as she went peacefully on to her next journey. She will be greatly missed.*

Anybody who visited Hall Pantera would have become familiar with Bev Hall. She and Gary founded the business together, and she was an active participant from the outset. With his untimely passing many years ago, she took over the helm, gradually transferring more and more responsibility to her granddaughter, Tara. While Tara ran the day-to-day operation, Bev would often give tours to new customers of the extensive classic car collection she and Gary had amassed over the years, as well as a tour of their incredible collection of Pantera parts.

Even as illness crept in, she steadfastly maintained her presence in the office she had once shared with Gary, and continued to greet and socialize with customers as long as she was able, before finally easing into retirement.

Everyone who met her liked her, and she will be missed by one and all.



# *Concorso Italiano Now Under Real, Live, Italian Management*

**You got a problem with that?**

*Story by Mark Vaughn*

*Photos by Concorso Italiano and Mike Drew*

For the first time in its 39-year history, Concorso Italiano will be under Italian management direct from Italy. The new ownership is represented by the new Chairman, long-time entrepreneur, car collector, and Concorso Italiano patron Richard De Andrade.

Technically speaking, Concorso Italiano started out as just some members of the Maserati Club gathered in the parking lot of the Quail Lodge on the Thursday before Pebble. Suffice to say it grew somewhat from there.

We'll see how much it grew on Saturday, August 17, at the Bayonet & Black Horse Golf Course on the Monterey Peninsula when Concorso Italiano celebrates its 39th year.

"This year's edition will be the first step of an ambitious five-year plan aiming at further elevating the event as 'The Preeminent Italian Lifestyle Event' outside Italy," organizers promised.



***Unusual Lamborghini cars such as this Espada are always a draw for Concorso Italiano spectators***

"Concorso Italiano will bring together cars, motorcycles, and other vehicles along with all other beloved Italian cultural elements of fashion, music, art, cuisine, and design, surrounded by never-ending love and passion for Italian cars and lifestyle."

Starting in 1986, then-Maserati Club president Francis Mandarano, along with wife Janet, turned it into a formal car show and ran it until 2004, when it was sold to the first of several new owners who have run it since. In the first years it was loose, crazy fun, with a lot of wine and some cured Italian ham. They even dolloped out all the pasta journalists could eat—and they ate a lot. One year there was a pink, stretch Maserati limo.

Concorso then got bigger and bigger until it outgrew The Quail (which opened up the space for The Quail a Motorsports Gathering—\$600 a ticket this year, sold out). It moved to Blackhorse Golf Course on the former military base Fort Ord, then once to the airport at Marina,



***The current show site at the Black Rock Golf Course has proven to be excellent in all regards, but recent years have seen a lot of empty green as participation has declined dramatically***



California, then back to Blackhorse.

But in recent years, the whole event gave off the impression that it was being mailed in. The size of the show shrank, as did the quality of the cars. You'd see a Bread Van Ferrari then look closer and see it was fiberglass. Same with a Ferrari P4—fiberglass. Even the usual horde of F355s seemed to diminish. So maybe new management is exactly what it needs.

But management from 6,000 miles away?

Who will do the catering? Where will visitors park? Will they order enough porta potties? Even the media credentials application asked for a European press card, which no one in the US has. Still, some are optimistic.

"They may be the infusion of cash, energy, and new ideas that will help CI regain its former glory," said Keith Martin, publisher of Sports Car Market and an authority on Italian cars. "CI is now competing with a variety of specialty events during car week that didn't exist a decade ago. And major sponsors are harder to come by. But I believe there is a space for a mega, high-quality, all-inclusive all-Italian event."

Organizers are optimistic, too.

"(The) 2024 Concorso Italiano will



*Although red still predominates in the Ferrari community, Concorso Italiano always revealed that Ferraris were produced in other colors as well*

transcend car shows as we are used to imagining them. No longer a mere car parade, the event will be a celebration of the Italian lifestyle in its entirety, from beloved automotive design (cars, motorcycles, mopeds, and bicycles, with plans for further extensions) to exquisite art, design, fashion, technology and, of course, delectable Italian cuisine."



*The event has always catered to the well-heeled, with extravagant food and wine on offer*



*In its heyday, Concorso Italiano saw the largest gathering of De Tomaso cars in the country, even eclipsing the POCA Fun Rally. Last year there were only nine Panteras present....*

But management from 6,000 miles away?

New chairman De Andrade sounds upbeat, too.

"As a long-time participant to Concorso Italiano and one of the patrons of the last few years I'm humbled to become its custodian going forward and can't wait for August 17 to let you all see first-hand what the future has in store for us."

De Andrade says the theme for 2024 is "transition." If this were football

that would be, “a rebuilding year.” But this is not football, it’s Italian cars! So what does transition mean in this context?

“This represents a look at the past, highlighting and cherishing classic themes while looking forward to the future with an open mind,” De Andrade said.

The honored marque this year will be Pininfarina. The design powerhouse even chose Concorso Italiano to stage the US launch of its new

program aimed at certifying classic cars (a moneymaking practice that has bolstered Ferrari in recent years).

Entrants will compete for the Best of Show Award, which this year consists of a trophy designed by Walter De Silva, who last week was appointed an honorary member of the Altgamma Community and Ambassador of Italian Excellence in the world, quite an honor, no doubt.



*Lamborghini Miuras are rare beasts, and were available in a host of lurid colors. To see two of them side by side in lime green would only happen here*

And the Valentino Balboni Award will once again be presented by the Lamborghini factory test driver himself. But wait, there’s more!

On Wednesday, August 14, there will be a breakfast meet-up called Mobility & Tech, an event “aimed at connecting fellow connoisseurs of motors with a sweet tooth for innovation, who after the panel discussion will gear up for a scenic tour toward the hills around

the Monterey Peninsula.”

On Friday August 16, the evening before Concorso, a new tradition will begin. The opera choir “I Cantori di Carmel” will perform at the very first outdoor opera concert on the lawns and fairways of the golf course in connection with the event. Hope it’s warm out!

But all this Italian culture doesn’t come cheap. The standard CI Experience Package is \$240.75; the exclusive CIVIP

Club is \$508.25; and the CI Chairman’s Club—the ultimate indulgence, limited to only 100 guests, will set you back \$1284.

That’s all a long way from when you could bring a loaf of bread, a jug of wine, and your beater Biturbo to the parking lot. Here’s hoping it’ll be *molto bene*.

*Our thanks to Autoweek magazine for permission to reproduce this story, which ran in their June 7 issue*



*More humble Italian fare like Alfa Romeos and Fiats are in abundance too*

# What A Palooza!

Story by Mike Drew

Photos by Mike Drew and OC Panteras

The most senior members of the Pantera scene will remember with fondness the Newporter Invitational. This was an annual car show staged on the grounds of a resort hotel in Orange County (which has since been paved over and turned into a parking lot) started by Team Pantera of Orange County. Initially the effort was intended to simply be a place for local Pantera owners to show their cars off to one another (these events predated the first POCA Fun Rally), but as the event grew in success, some club members wanted to bring their other cars out instead of their Panteras (then, as now, often Panteras were incapable of attaining the locomotive state for one reason or another).

So the show grew in scope to incorporate other Ford-powered collector cars. This was the late 1970s and early 1980s, when fast living really came to the fore, and eventually the organizers decided to grow the show even further, envisioning it as a counterpart to the Pebble Beach Concours. While Pebble Beach's primary goal is to recognize the finest pre-war cars, the Newporter intended to be analogous but for post-war sports cars. Thus the later iterations featured all manner of Ferraris, Porsches, Maseratis, and other exotic marques, while still retaining a Pantera focus primarily.

It soon became extraordinarily im-

portant for some people to have their cars formally recognized at this show, and with all the money that was running around at that time, some people went really crazy, spending upwards of \$100,000 on a paint job (!) to win a \$15 trophy!

When the POCA Fun Rally launched in 1981, it provided an alternate venue for Pantera owners to gather. Additionally, the Newporter Invitational had grown so much that it was almost unmanageable for the small group of volunteers who were putting it on. It then seemingly disappeared overnight, never to be seen again.

Scott Couchman is a relatively new Pantera owner, having owned his car just over ten years, but his enthusiasm seems boundless, and in doing research about the cars, he learned of the Newporter tradition. He then decided it would be a worthwhile endeavor to resurrect the original Newporter Concours idea, which was to have a Pantera-only car show in Southern



*This is the cover from the 1984 Newporter Invitational Concours d'Elegance. Although it retained its Pantera focus (as can clearly be seen here), by this time it had grown to be the most important post-war car show in the country*

California. Wanting to keep it low-key and avoid the high-pressure aura that surrounds shows such as Pebble Beach, he purposely selected a whimsical name, calling it the PanteraPalooza.

The first iteration was several years ago, and was generally considered to



*I advanced on the site and was amazed to see over 60 De Tomaso cars on display, doubling the previous record!*

be a success. It was modest in scope, and really just represented an opportunity for owners to gather together and show their cars to one another, with the public only incidentally involved. The chosen venue was a nice public park located a few miles from the John Wayne airport. Subsequent years saw an initial increase in participation, followed by a slight decline, with less than 20 cars on display the past two years.

Working with the leaders of OC Panteras (the new name for the former Team Pantera of Orange County), this year they decided to really pull out all the stops, and heavily promote the event. Social media was bombarded with event flyers which promised a fantastic time, and appeals were made to the leaders of other POCA chapters, including those in Arizona and here in Northern California. A hard-working committee consisting of Greg Ford, Steve Buchanan, Jay Stewart, Larry Goodnough, Roger Banowetz, and Glen Chancellor each took on different roles to help pull everything together.

The people responded. Boy, did they! The organizers asked for people to register in advance so they could plan the logistics, and a whopping 62 Panteras were signed up by the time the event took place! What's more, many of them were coming from great distances, including San Diego, and Arizona.

I was fortunate enough to be between airline trips, which begin and



*The morning dawned with leaden skies, but the sun came out by lunchtime and it turned into a perfect, and perfectly stereotypical Southern California day*



*Gil Mares of the Arizona club drove his beautiful 1971 Pantera to the show*



*Greg Ford, the director of the event, helps guide a Pantera into position*



*Steve Wilkinson, proud papa!*

end in Los Angeles, so I rented a car on the Friday night and drove down to the Orange County airport and got a room at the cheapskate airline pilot favored hotel, the Atrium. Right next door was a slightly more swanky place, which was inundated with Arizona Panteras.

I slept in a bit the next morning, then got in my car and made my way the eight minutes or so from the hotel to the park. As I entered, I was amazed to see not a single solitary homeless encampment, drug addict, used needle or pile of feces anywhere, proving that it *is* possible for communities to pull together and maintain high standards of behavior. Coming from Northern California, the sight was almost surreal. The park was absolutely gorgeous, which just shows the good foresight and planning that went into its selection for this event.

The Panteras were all together in a somewhat secluded area, on the edge of the park, and there were also numerous portable canopies erected. As I parked up and walked over, I was really pleased to see not only the large number of cars, but also people present.

Besides the aforementioned Panteras, there were also two Mangustas, and even a Deauville! When was the last time you saw one of those? (One of



*Although they live in the San Diego area, John and Kathy Buckman are also PCNC members, and show up to just about everything in their 1971 Pantera John bought new!*



*Jim Coyne photographing the underside of a fabulous Pantera*



*Dave and Linda Adler brought the two most exclusive cars at the event, their series 1 De Tomaso Deauville and their four-headlight De Tomaso Mangusta*

the Mangustas and the Deauville were brought by Dave and Linda Adler).

One of the first people I saw was Mike Fontes, the only other PCNC member present, and one of the newest Pantera owners around, having just purchased his Pantera L a few months ago. Brimming with enthusiasm, he had flown down just to attend the event. He introduced himself and we chatted briefly before I was called away for some reason. I had hoped to spend a long time getting to know him but our paths sadly never crossed again. I hope he will make himself known at many future events, for our brief interaction showed him to be a terrific guy.

Come to think of it, John and Kathy Buckman were also there, and they are affiliated with PCNC also despite living in the San Diego area. I don't know if we received credit for their Pantera being present, or if that went to San Diego, but no matter—the important thing is they were there!

The first vendor display I saw was that of Steve Wilkinson, who has spent nearly a million dollars out of his own pocket to develop an improved substitute for the vaunted ZF 5DS25-2 gearbox found in our Panteras. For a variety of reasons, he felt the need to enter this market, and sought to address some of its perceived shortcomings. Although



*Terri Lambert drove her fabulous Pantera Group 4 tribute Pantera, with husband Doug (whose leg has metal rods temporarily inserted after knee surgery) following along in a conventional car. When her father Ron Huff owned this car, it was famously used for a highly politically incorrect poster entitled Squeaky Clean. This is a family newsletter so it can't be reprinted here, but copies are available on Ebay...*

most Panteras made do just fine with our gearboxes, some other applications such as GT40 replicas stretch them to their limits and sometimes beyond, so his ambition was to make his gearbox much stronger in the areas that needed strengthening. He said he has 50 orders in-hand from various replica GT40 builders, and a handful of Pantera owners have signed up as well, and he hopes

to start delivering completed gearboxes later this year.

Also on hand was Tara Hall and a crew of supporters from Hall Pantera. They brought a representative sample of the many, many wares from their shelves to put on display.

The regional representative of Hagerty Insurance, Jack Loughran, was also on-scene handing out information flyers.

Greg Warren, who worked at Full Throttle Panteras under Don Byars for many years before taking the business over after his untimely passing, also had a display booth. Knowing that I would be there, and knowing my perverse fondness for Campagnolo Pantera wheels, he brought an ultra-rare three-slot wheel to show me, similar to the one I was so fortunate to receive as a gift from Mike Mayberry last year. These wheels were only used on the first prototype cars, and it's likely that both his and mine were salvaged from the Pantera that was crash-tested back in 1970!

A massive grille was set up and at lunchtime, people lined up for burgers and Coney Island hot dogs with all the fixin's. The tables and chairs afforded people the chance to take a load off their feet after spending the whole morning wandering around looking at Panteras.



*Tara Hall of Hall Pantera had a display with many different representative parts on display*



*The guys in the club thought of everything, including plenty of seating and tables, and tons of food. Club members manned the grille and filled everyone to the point of bursting with hamburgers and hot dogs*



*A small swap meet broke out behind the vendor displays, with several owners clearing out their garages in the hopes of earning a little cash and helping fellow owners in need of that last little elusive part*

There was a DJ on hand playing music (not too loud, thankfully) the entire day as well.

Unfortunately not all the entrants were able to make it to the show, and at the end there were 60 Panteras on the grass (the official count was only 59, but one had left before the count was made). One person who could easily have been forgiven for not showing up was Matt Lipski from San Diego Panteras. He had the misfortune of crashing his own Pantera into his own house while backing out of the driveway that morning! He has a decorative fountain in his circular

driveway, and the restricted visibility out the passenger side resulted in him comprehensively scraping the whole passenger side against the unyielding edifice. While most people would have had a complete tantrum and thrown all their toys out of the pram, then gone back inside and sulked for the rest of the day, he took it all in stride. He shrugged his shoulders, got in and drove to the show anyway. While he wasn't going to be taking any trophies home that day, he personally got my vote for the single most committed Pantera owner present. Well done sir!



*Greg Warren of Full Throttle Panteras, flanked by OC Panteras president Glen Chancellor, and me*



*Matt Lipski didn't allow a driveway mishap to spoil his good day. He got in, turned the key and drove up and had just as much fun as everyone else!*

Although the entire event was purposely created with a low-key vibe, nevertheless there was some judging going on. One award was the "Best McGyvered" Pantera award, offered up to the car that displayed the most creative bodging and kludging. This was a no-brainer, as SDP member George "Home Depot" Bagdsarian had his beautiful car on display. This car is replete with a host of modifications, almost all of them completely fake! From the radical-looking fuel injection (which conceals a conventional carburetor underneath) to the host of gauges that aren't hooked to anything, and the "16-valve" valve covers atop the standard 8-valve heads,



*I was fascinated by Steve Buchanen's European-market Pantera L #6973. In 1974 it was custom-ordered by Belgian De Tomaso distributor Claude Dubous, resplendent in Rosso Cordoba, and with a GTS-specification leather interior, but with a standard Pantera L dashboard with a leather-covered insert. It was equipped with US-market bumpers and side marker lights when it was imported to the USA, then sat for 20 years with a blown head gasket before being purchased by Steve in 2020. It has since had some light motor upgrades and suspension work but is otherwise totally original*

this car is absolutely filled with gags intended to impress the ignorant. It's all done with a big, hearty grin, and almost every component added to the car was procured at Home Depot, and repurposed from its original intent.

There had to be a genuine winner of course. The Best of Show award was rightfully named in honor of Don Byars, and the trophy was presented in his memory by Laura Byers. Although some of Don's creations were strongly in the running, the ultimate winner was Martin Van Disteren, a new owner who bought a spectacular GT5 conversion from Texas just a few months ago. Unfortunately



*Kelcey and Erin Sass drove their 1974 Pantera GTS from San Diego*



*George Bagdsarian created an incredibly over-the-top show Pantera filled from top to bottom with fakey-doo bling. The paint is spectacular, but the car boasts dozens of home-made innovations with parts sourced from toaster ovens and kitchen sinks and other similar things!*



*Glen Chancellor and Larry Goodnough presented Larry Benson from Arizona with the Christopher Columbus Award for the furthest distance driven to the event*



he had to go home early, so his trophy was accepted by Marshall Smith, the president of San Diego Panteras.

Although the event was staged by Orange County Panteras, there were many cars from places further afield. The Chapter Participation award was given to San Diego Panteras which was represented by no less than 17 cars. The Christopher Columbus Award for the furthest distance driven went to Larry Benson from Arizona.

The show was slated to end around 3:00 p.m., and people started to filter out slowly a bit before then. Having absolutely nowhere better to be, of course I was the very last person to leave. Eventually I could justify remaining no longer, as literally everybody else was gone, so I made my way back to my hotel for a brief siesta.

The Arizona people had no intention of driving home at night, and so a plan came together to go out to dinner somewhere on Hwy 1. The Orange County people scrambled and came up with a suitable venue. They decided it would be fun to have a cruise on Hwy 1, and so at the appointed hour, a handful of OC members joined up in the parking lot of the swanky hotel next door along with the Arizona crew. I hopped the fence, figuratively speaking, and managed to talk my way into an empty passenger seat and tag along. We wound up in a terrific restaurant with outdoor second-story seating offering a commanding view of the Pacific.

I found myself seated next to a fellow named Jan Eddy Ottem from



*When Martin Van Disteren drove into the show that morning, he had no idea he would win the Don Byars trophy for Best in Show. Unfortunately he had to leave early and wasn't present to receive the award in person, so Marshall Smith received it on his behalf from Laura Byars*

Norway who was the undoubted winner of the Longest Distance Traveled award. He is a Longchamp and Pantera owner from Norway (!) who was in Mexico on business.

Learning of the event, he woke up early and skipped across the border, where he was picked up by Marshall Smith of SDP. He rode with Marshall to the event, and the subsequent dinner, before returning to his home, and the next day crossed the border back into Mexico, before returning to his home in Norway. His eyes were spinning all day, as he had never seen more than three or four De Tomaso cars together in one place at one time, so seeing more than

60 was more than a bit overwhelming! Needless to say, he enjoyed himself!

My hat is definitely off to the people at OC Panteras who worked together to put this whole affair on. It was a lot of work, no doubt, but their efforts were rewarded with tremendous participation, and great satisfaction among the participants. There were absolutely no hitches or glitches that I could see, and to a person, every participant I spoke with had nothing but great things to say about the day.

I'm hoping that next year, more members of PCNC can get together and make the journey down for the show. While it's admittedly a long drive, the logistics are pretty straightforward. For those who want to fly, things couldn't be easier as there are good hotels (and good cheap hotels) right across the street from the airport, and the show is a short Uber (or Pantera passenger seat) away. And for those who choose to drive, the hotel parking seems safe enough (see aforementioned comments about the lack of undesirable elements in the area), and the drive can either be reasonably fast if one takes I-5 to the 405, or alternately it can be beautiful and entertaining if one chooses Hwy 1.

I guarantee if you make the effort to attend next year you won't be disappointed!



*The day was capped off by a delicious outdoor dinner on the coast*

# Monterey Motorsports Reunion

Tony Harvey Memorial Good Times Dinner

Friday, August 16, 2024

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 "Race Car Drivers." So, wear your best Herbert Muller/Hugh Kleinpeter garb. We'll have People's Choice award balloting for the cars on display, and for the most inspiring costumes.

This year's buffet dinner features fresh local green salad, grilled salmon, BBQ ribs, BBQ chicken, roasted potatoes, cornbread, apple cobbler with applejack brandy whipped cream, and fresh fruit. Come early and enjoy the hospitality room.

Lock in the dinner price of \$75.00/person by paying for your reservation before June 1, as the price may go up at that time.

## RESERVATIONS ARE REQUIRED

Please make checks payable to Pantera Club of Northern California and send to:

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

# New PCNC Monthly Meeting Location!



**Effective immediately, the monthly PCNC meetings will be held at the Black Bear Diner in Milpitas, by popular demand. Besides offering easier access for most members, it also has greater amenities, a better menu, and should prove more Pantera-friendly than our previous location. The meeting start time is unchanged.**

**The address is 174 W. Calaveras Blvd, Milpitas**

**We are looking forward to seeing more members there starting with the January meeting!**



Brent Stewart  
1239 Valley Quail Circle  
San Jose, CA 95120



## NEXT CLUB MEETING

**Thursday, June 25th, 2024  
7:30 P.M.**

**BLACK BEAR DINER  
174 W. Calaveras Blvd, Milpitas**

***NEW MEETING LOCATION!***

## UPCOMING CLUB EVENTS

29 June ————— Larry Larsen ZF Installation Tech Session (Larry Larsen)

10-18 August ————— Monterey Car Week (Steve Dalcino)

13-16 September ————— Central Coast Tour (Mark Bailey)

27-29 September ————— Ironstone Concours Weekend (Steve Dalcino)

29 September ————— All-Italian Car Show In Alameda (Ron Southern)

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