



# news

A Chapter of POCA

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

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## Minutes of Meeting 27 June, 2024

The meeting was called to order at 7:33 by the president, a bit delayed due to further challenges setting up the Zoom broadcast (we are getting better each month, but each month feels like the first time we've ever done it, a problem we are working hard to address). There were 17 members in the room, plus one more stalwart on Zoom. The much-anticipated presidential debate was on TV at the same time, which may have impacted our attendance. All officers were present except for Irene Smith, Larry Finch, Bob Benson, and Dennis Valdez.

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

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

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

**Club Treasury Report:** We are still having difficulties getting our new website vendor to accept our payments from PayPal. It seems the various methods to make our lives easier are instead making them harder. Also, we are still stuck in a bit of a bureaucratic morass with the state of California regarding our tax-free status, the result of a misplaced tax return from many ages ago. Larry Finch continues to work on both these issues and will issue an update next month, hopefully indicating that the problems have finally been resolved successfully.

**Club Membership Report:** Brent was absent and didn't check in on Zoom so there was no report this month.

**Club Website Report:** The new website continues to inch forward, but it will exist in parallel with our old website for the foreseeable future. It is currently still in beta mode, but with luck it will be ready for prime time in the upcoming weeks.

**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.

**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.

### **Past Events:**

**Hillsborough Concours:** Those who attended reported that they were somewhat disappointed in the event overall this year, with a reduction in both quantity and quality of entrants. The event was noteworthy for the fact that Greg chose to drive boldly where no Mangusta has any business being driven, and as a result completely high-centered the car on a grassy mound. Much hilarity ensued.

On a more positive note, Diane Silven spotted a kitten at a giveaway strategically positioned in the middle of the show, decided she couldn't live with out it, and it wound up traveling home with them once they got the car unstuck.

### **Upcoming Events:**

**Monterey Car Week — 10-18 August:** Steve Dalcino is collecting funds and taking reservations for the PCNC dinner and made a point of telling everybody that the cost has not gone up for several years; see the flyer elsewhere in this newsletter.

Concorso Italiano is back up and running, and tickets may be purchased at [www.concorso.com](http://www.concorso.com)

This year represents the 50th anniversary of the historic races at Laguna Seca, so rather than featuring a specific marque, this year they will be doing a retrospective of themselves. As the event is now being run by the County of Monterey, you have to go to the rather unimaginative website of [www.countyofmonterey.gov](http://www.countyofmonterey.gov) for more information.

Garth Rodericks will once again be hosting his trackside BBQ in the Laguna Seca camp-

ground on Saturday night; please RSVP to him so he can know how much food to purchase.

**Drive Your Pantera Day — 24 August:** This informal event has gained momentum year after year. The basic idea is that everyone should drive their Pantera somewhere on this date, and document it with photographs, then submit them for publication in *POCA Profiles*. In the past there have been several informal PCNC drives throughout the region; details of those potential drives will be solidified in the upcoming weeks.

**Central Coast Tour — 13-16 September:** The long-discussed informal gathering of California Pantera clubs has finally been announced, and the details issued via Eblast. Unfortunately our attempts to deconflict with other chapter events were overcome by the fact that September and October are very event-rich months. Nevertheless we are hoping for a good turnout for this event which aims to sort of replace the POCA Fun Rally for west coast residents. A flyer with the basic information appears elsewhere in this newsletter. Make your hotel reservations now!

**Ironstone Concours — 26-28 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. Already there are four PCNC Panteras signed up for the drive.

**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:** There was no new business to discuss this month.

### **Buy, Sell and Swap:**

**Pantera For Sale:** Matt Kelleher loves his Pantera (and the friends he's made in PCNC), but his various hip issues have made it next to impossible to actuate the clutch, so he's regretfully putting it up for sale. It's an absolutely rust-free 1971 Pre-L which was the subject of a bare-metal rotisserie restoration, and is powered by a 408-inch stroker Cleveland. The asking price is \$100K. If you know of anybody in the market for a fantastic California car with perfect pedigree, give Matt a call.

## News, Clues and Rumors:

**Progress In Mark's Garage:** Mark Bailey has been busy wrenching on various garage projects. He reported that his Coyote-powered Mustang Fastback is finally done (to the extent that any project car is truly done), and his Corvette-powered BMW track day car is almost complete.

He was toying with the prospect of buying a Lola T70 replica from Race Car Replicas, imagining it also powered by a Corvette LS7 motor. But then he discovered an estate sale in Los Angeles featuring a McLaren Mk8, and two Lola T70s. One was a genuine car and the other is a tool-room copy, which costs a fraction of what the real car costs. Mark didn't have enough money to buy them both but was trying to come up with a deal whereby he would get somebody to buy both cars with the idea of keeping the genuine car (which needs a complete restoration), and he would restore it in exchange for the replica. So far he hasn't found anybody willing to participate in the venture.

**Going, Going, Gone...:** Greg Taylor's large garage simply isn't large enough for all his cars, and after buying the Longchamp (which has turned into a maintenance nightmare, but that's another story), he made the difficult decision to sell his super-radical 1934 Pontiac 5-window coupe hot rod. The all-steel car was powered by a 428 HO Pontiac motor bored out to 440 cubic inches, and rode on a custom tube chassis. He put it up on Bring A Trailer, and it garnered a lot of interest and positive comments, although not quite as much money as he would have hoped, especially for such an unusual car. Still, it's cleared space for him to scatter the front of his Longchamp all over the place, so he's got that going for him at least!



The buyer's name, oddly, is Elmer Fudd!

**Matt Bounces Back:** Matt Kelleher is truly a cat with more than nine lives. He was on a vacation in Mexico when his heart blew up and he had to be rushed to the emergency room. The only ER in Cancun had only two rooms and they were completely incapable of dealing with his situation, so he had to charter a private medical evacuation jet to fly to Miami, where he was hospitalized for three weeks. Following this, he was then flown back to the Bay Area where he was hospitalized yet again for more surgeries. He is now, predictably, doing just fine, as he always seems to do!

**Mustang Mania:** Steve Liebenow missed the previous month's meeting because he went to Minnesota where he bought a barn-find 1969 Mustang Sportsroof that he has been chasing for decades. He was first made aware of it back in 1981, when a young lady working at his company drove it to work. In 1983 she decided to sell it to one of Steve's coworkers, but a few days afterwards, he got a transfer to Taiwan. He stored it at Steve's house for a few weeks, before a truck showed up to haul it to some secure storage facility.

After a few years the fellow returned to the US and was posted to Kansas. The car was disinterred and shipped there, where it just sat. Steve was in the parts business by this time, and sent a number of parts to his friend for eventually installation on the car. Another job change

saw the car and parts move to Pennsylvania, where he got it running and drove it only for a few weeks before parking it again.

A few years after that, he moved back to his family home in Minnesota, once again dragging the car and attendant parts with him, where it then sat for another ten years. Fast-forward 40 years from initially laying eyes on the car, and Steve was finally afforded the opportunity to buy it, as the owner finally realized he was never going to finish it. So Steve and his son flew out to pack the car up, with many parts going inside the car and many more going into the back of a U-haul truck that they then used to haul it back to California.



The car is a very base model, equipped with a weakling 302 and a three-speed toploader transmission. Those issues will be addressed eventually. The previous owner of the car had been badly hoodwinked by mechanics who performed all sorts of horrors on the car. Almost every fastener is finger-tight, and the car needs to be completely gone through from stem to stern. They found nasty goo in the carpets that turned out to be antifreeze from a failed heater core. And on and on...

He has since gotten the car to the point where it goes, turns, and stops on command, and the windows even go up and down. This will be a fun project and hopefully it will be a regular driver by next year.

**Vallelunga Sold:** The first-ever production fiberglass De Tomaso Vallelunga (the handful of pre-production prototypes were bodied in aluminum) was recently featured on Bring A Trailer. Back in 1996, this car was arguably the best in the world, as it had not only been fully restored, but it was fully restored in Switzerland, and those guys are just bananas when they do this kind of work. Sadly, just after the International Meeting in Modena, it suffered a carburetor fire which damaged it to an unknown degree (they are also a bit secretive about such things).



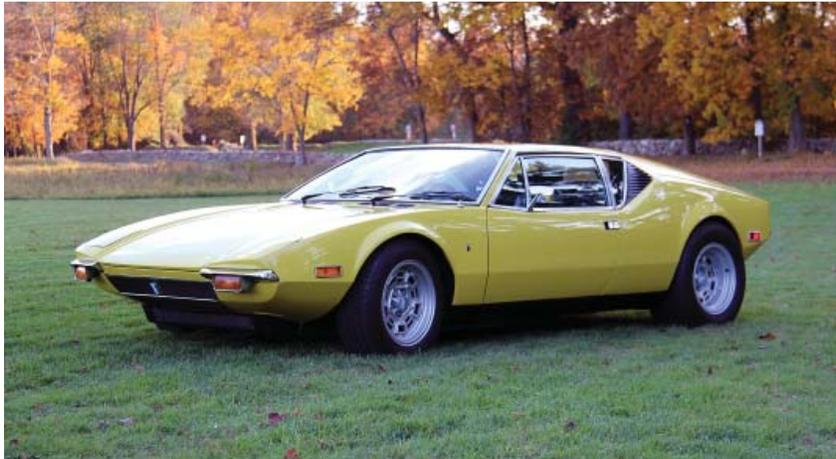
The car then underwent years of repairs and restoration work once more. The owner passed away earlier this year and the car was then put up for sale. It sold for \$260,000, which was probably market-correct for a car with a known damage history that was missing a few irreplaceable items (such as the shift knob and steering wheel, likely lost in the fire). It was also not clear if the car had all its original windows, as it's possible that one or more side windows may have

been plexiglass replacements.

Still, today it's a spectacular car, and no doubt the owner will be happy with it!

**Have You Driven A Ford Lately?:** Mike Drew doesn't hear from Jay Leno all that often, but a few weeks ago he got a call out of the blue. Jay told him he had an old friend who had decided he wanted to buy a Pantera. He had seen the video that Jay did with Mike ten years ago (has it been that long???) and wanted to know if Mike would help him find a car. So Jay called him to make sure it was okay if he shared Mike's contact info with the prospective buyer (which of course it was).

Jay went on to say that this fellow was the cousin of Chris Farley, the famous comedic actor from Saturday Night Live as well as movies such as *Tommy Boy*. Apparently when Chris would come to be a guest on *The Tonight Show*, he would bring his cousin with him because he was a car guy, and they would visit Jay's garage.



Jay said, "Look for a call from a Detroit area code. His name is Jim."

"Wait a minute. Jim Farley?"

"Yeah, do you know him?"

"You mean *the CEO of the Ford Motor Company* Jim Farley?"

Yup, that guy.

So following that phone exchange, Jim Farley called up, and after a number of in-depth conversations and consultations, he bought a very tidy yellow Pre-L Pantera on Bring A Trailer. Ever the car guy (he has a nice collection of fast Fords including an original GT40 and 427 Cobra), he is flying out to Connecticut to drive it home to Detroit rather than having it shipped!

He will be in Monterey, racing his dark green Lola T298, and/or his dark blue 1964 Shelby Cobra with a hard top and number 96 on the side. If you happen to spot a driver who looks like a healthy version of Chris Farley standing next to either of those cars during your pit walk, be sure to say hello and welcome him to the club!

**Raffle Results:** Erik and Brett did their thing with the following results:

Group 4 Pantera T-shirt — Brett Santos

Orange Pantera T-shirt — Steve Liebenow

Jay Leno's Garage T-shirt — Diane Silven

De Tomaso hat — Brett Santos

Bottle of wine — Diane Silven, Diane Silven

Elvis Pantera model — Erik Kolstoe

De Tomaso vase — Ken Bredlau

Pantera Parts Connection gift certificate — (whoops didn't see that one)

The meeting adjourned to the parking lot at 8:52.

# Membership News

## New Members for July:

We have no new members this month.

## July Membership Anniversaries:

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

**Jack and Jane Bartole:** 33 years

**Barry Hosier:** 21 years

**John and Billye Pedretti:** 10 years

**Patrick Eagle:** 6 years

**Phil Graham:** 4 years

**Larry and Brita Rael:** 1 year

**Tom and Liz Hasenberg:** 23 years

**John and Kathy Buckman:** 12 years

**John and Barbara Webber:** 8 years

**Chad and Carmen Aarenson:** 5 years

**Charlie and Andrea McKee:** 4 years

## *In Memorium — Roger Sharp*

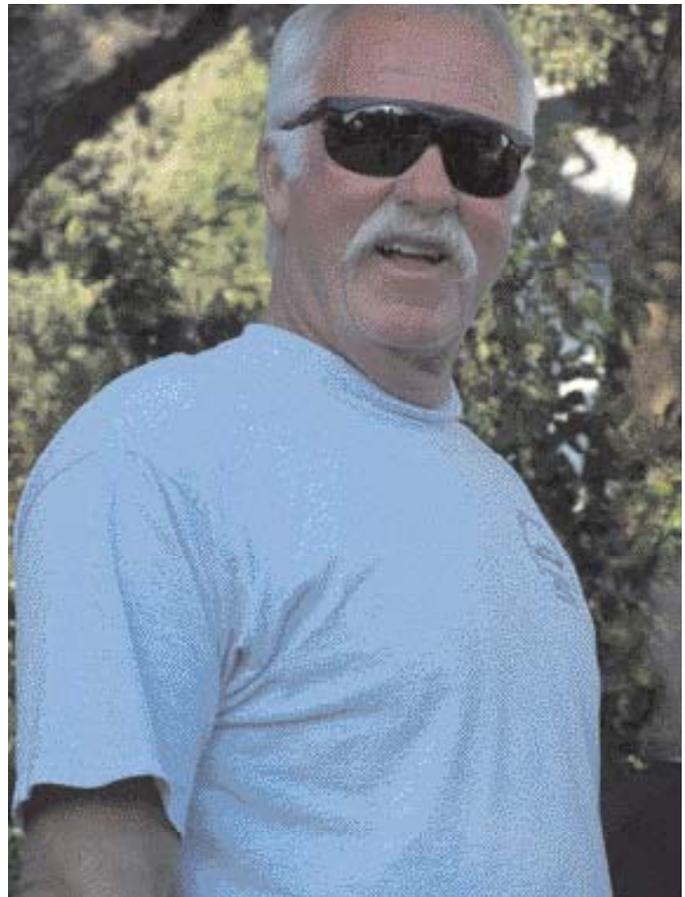
*All long-time members of PCNC will remember Roger Sharp with deep fondness. At various times he served as the club's president, rafflemaster, chief mechanic, and host of countless tech sessions and other events at his Morgan Hill home.*

*He sold his Pantera a number of years ago and moved on to other pursuits in Arizona. Sometime afterwards he was diagnosed with oral cancer.*

*He fought the disease with uncommon bravery for a number of years, but finally succumbed to it, passing peacefully in his sleep on July 13th.*

*We will have a full tribute to Roger in next month's newsletter.*

*Our best wishes go out to his wife, Stephanie.*



# ZF Tech Session, Part Deux

*Story by Mike Drew*

*Photos by Mike Drew and Garth Rodericks*

As reported in a previous issue of the PCNC newsletter, several months ago a small group of club members gathered to help Larry Larsen yank out his ZF gearbox, which had decided to throw a fit by spitting the head of a ring gear bolt out the bottom cover! Unfortunately, in our haste we failed to document the event properly so there was no actual article in the newsletter.

Fast-forward a few months, and the gearbox was fixed and ready to be installed. This time we were committed to not only helping, but also to properly documenting the day.

More than 20 years ago Larry's gearbox had been given over to a local who claimed to be a professional ZF expert, to have the ring gear safety-wired. That would have prevented the issue that caused it to need removal a few months ago, so it was with some trepidation that he then hauled it down to Anaheim for Lloyd Butfoy's ministrations.

It turns out that the person who had cracked it open years ago was a complete hack, not to mention a pathological liar. Not only had he not safety-wired the bolts (the only reason he had it in the first place), but he had also damaged several

critical components jamming the gearbox back together. Lloyd removed one badly damaged (and very expensive) part after another, and then set to the task of repairing it properly.

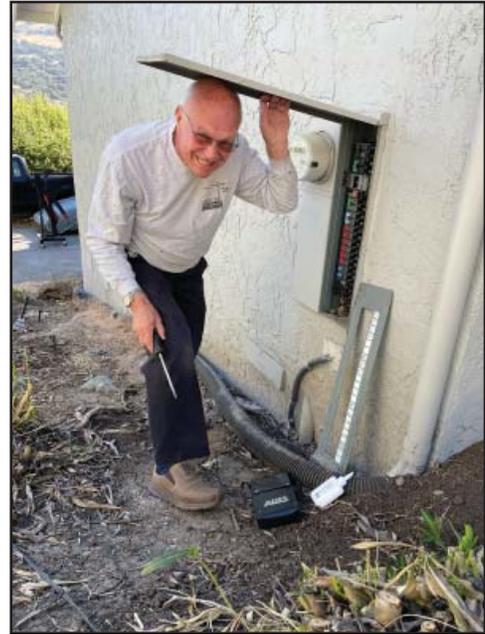
Something on the order of \$7,000 later, Larry got back a gearbox that is arguably better than new. It was an expensive lesson learned, but at least he got more than 20 years service out of it before it came apart.

So now, confident that it was ready to go, another tech session was convened at Larry's Morgan Hill home. In an effort to beat the heat we elected to get an early start. Quite a few people showed up to lend a hand, or at least to cheerlead, namely Forest Goodhart, Steve Liebenow, Garth Rodericks, Gary Kono, and myself.

Surprisingly, the first order of business was to complete a repair job on the wiring on Larry's house! Forest is a man of many talents, and in no time he had cracked open the master circuit breaker panel and replaced a dodgy

circuit breaker. Once that was out of the way, we set to working on the car.

After pushing the car into the driveway and getting the gearbox out of the custom shipping crate (which had been made by a Pantera owner in the Sierra



*The morning started with Forest performing electrical work on Larry's house. Just because....*



*I thoroughly lubricated the roller pilot bearing with axle grease*



*The gearbox was transported in this custom affair consisting of a welded steel cradle, set inside a plastic tub, and bolted to a wooden pallet*

foothills decades ago, and donated to PCNC for just such operations), attention turned to the Centerforce clutch. No work had been done on the car since the gearbox removal operation, but fortunately the clutch was judged to be serviceable. Talk of changing the pilot bearing was short-lived, as we couldn't get the old one out and the new ones we had to install wouldn't fit anyway (for reasons unknown). So the command decision was made to just grease up the roller pilot bearing (which was relatively new, along with the clutch) and put everything back together.

All this time, munchies were set out for us, and we would periodically deviate away from the task at hand to grab a handful of crackers or grapes or cold cuts. Later in the day, Larry's girlfriend made delicious home-made eggrolls which went down great too.



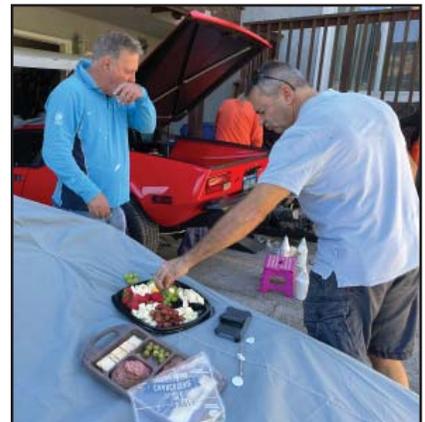
*Forest inspected the clutch disc and pronounced it 'good enough' as Steve smoothed some burrs on the flywheel as best he could*



*Forest flipped the gearbox on its side for easy filling with 80W-90 GL-5 lube*



*Despite the lack of a proper clutch alignment tool, Steve managed to get the disc reasonably centered, which was a bit of a miracle*



*Larry did a fine job of keeping us well-fed with a fully loaded charcuterie plate; his girlfriend later surprised us with a huge plate of homemade egg-rolls, and of course there was plenty to drink as well*

Getting a gearbox back into a Pantera is a fine art. Sometimes it practically leaps into the car by itself, and other times, it's a real struggle. We were handicapped because Mike forgot to bring with him the World's Most Expensive Clutch Alignment Tool that he had promised to bring (a damaged ZF input shaft which works wonders for the job), and Steve brought with him instead a 19th century device which was good for something, but not exactly good for what we needed it to be good for.

Despite all this, Forest and Steve managed to get the clutch disc somewhere near the center of the clutch pressure plate and all was bolted down. Then the hoist was employed to lift the gearbox into position, as the floor jack was used to tilt the rear of the motor upwards to accept it. With a bit of to-ing and fro-ing, and a modest amount of profanity, eventually the gearbox slipped into position and



*I drove the engine hoist as Steve guided the gearbox into position*

was bolted down.

Then came the details of hooking up the driveshafts, starter, speedometer cable, backup light switch, and hydraulic clutch actuation linkage. The first try was a miss, but on the second go the

slave cylinder and lever arm were appropriately positioned, and before long we had an operable clutch.

Then came hooking the electric fuel pump up (which just dangled from a bracket bolted to the back of the cylinder head), and repairing a very old and crusty rubber fuel hose. With a turn of the key and a couple of pumps on the throttle, the car burst into life!

The shift linkage needed some attending to, but by the time all was said and done, the clutch action was butter-smooth and the car happily went into all five gears.

With that, it was time to get cleaned up, and stow the engine hoist back into my truck for the long drive home.

It was another great day of PCNC camaraderie, where the best and brightest of our mechanical wizards (and also, me) helped a club member in need to get his car back on the road again. There are few things as rewarding as seeing and hearing a formerly derelict Pantera once again return to life!



*It proved more than a little bit challenging to get the splines on the input shaft to line up properly with the clutch disc, but eventually the gearbox snicked happily into place*

# Ensuring Assured Insurance With RPM Insurance Group

Story by Keith Euranius

Photos by Mike Drew

I am Keith Euranius. I am the owner of RPM Insurance Group, a Hagerty Partner. My niche agency only writes collector car insurance policies for those with classic car collections big and small. I travel year-round to car events of all types throughout the State of California.

I also host a speaking engagement series in front of car clubs and other automobile-related groups that is geared towards educating both the casual and seasoned classic car collector and hobbyist on the importance of protecting their classic car investments properly from financial loss.

At RPM Insurance Group, we work to get all attendees of our educational seminars engaged and asking questions along the way. We make it fun and informative.

I always open my seminars with this most important question:

“What is the biggest difference and risk in insuring your classic car with a standard auto policy, versus a collector car policy?” The answer is, agreed value coverage! Agreed value works this way: When crafting a quote on a collector car policy, both the insurer, and the client must reach an agreement on the current market value of the vehicle(s) in the collection. Once this agreement has been reached, and all underwriting requirements have been met, these are the values that are set upon the vehicles covered in the policy. So if the unthinkable was to take place in the future, this being a total loss of the vehicle, the approved and mutually agreed-upon value would then be paid to that vehicle’s policy holder, with no holdbacks, deductions or depreciation (less any policy deductibles, if applied).

On a standard policy with this same scenario, this would not be the case. As is with your daily driven vehicles on

a standard auto policy, values on a total loss are determined by an insurance adjuster working for the insurance company (and implicitly, that means he is working *against* you), and are often based on a used car market wholesale value, with depreciation and other factors weighing in to formulate a claim settlement amount, which can be far less than your particular vehicle might actually be worth. With this being said, insuring your collector car on a standard auto policy would normally leave you far short of these types of vehicles true market and replacement value.

Some major insurance companies offer what is known as “Actual Cash Value” policies. In these policies, the customer and the company representative have a similar negotiation regarding the perceived value of the vehicle(s), and then the customer’s rates are based on those values. However, when reading the fine print the customer will learn (often to his dismay) that the company is actually under no obligation to honor those values! Instead, payment is based on “Actual Cash Value”, which is a number that is determined, once again, by an insurance adjuster working for the company, and against the customer.



Keith Euranius gave a detailed presentation at the May PCNC meeting

These policies are really just a ruse to fool people into believing that they have binding agreed value coverage, when in fact they are no different from standard insurance policies except in the manner in which premiums are collected. If you have your collector car insured through a major insurance company that also insures houses and ordinary cars, read the fine print! If you see the words “Actual Cash Value” in the policy, know that you are facing peril in the unfortunate event you would have to make a claim.

During my presentations, we also have a discussion regarding membership in Hagerty Drivers Club. This membership is unique in the industry, and is a great (low-cost) addition to

your Hagerty collector car policy. It starts with a specialty roadside assistance program, developed with the car enthusiast in mind. This means that when you contact us in the time of need, our service provider partners spread out across the United States must show up with specific equipment. This includes flatbed-only service, helper ramps and soft straps for tie down. Of course, traditional roadside services are also available to our members, including flat tire change, bringing you fuel, and lock-out service. Roadside assistance provides up to a 100-mile service radius and unlimited call outs per year. All this costs only \$70.00 per year.

This is just the start of the many benefits of being a Hagerty Drivers Club member. Include is our bimonthly award winning Hagerty magazine, access to the Hagerty valuation tools, discounts to many automotive part and service providers, access to “Ask Hagerty” , and so much more.

Other topics of importance that I cover include some of the unique-to-Hagerty policy endorsements available to car collectors and hobbyists that no other insurer provides. One example is Limited Earthquake Coverage, which is available on all California policies. This endorsement fully covers your collector car(s) for damage or total loss due to a seismic event. No other collector car insurance company will cover for losses incidental to an earthquake.

The next endorsement, only available through Hagerty, is the Cherished Salvage optional coverage. When this endorsement is placed on one, or all of the vehicles on your policy, you are provided 100% salvage rights in the event of a total loss of your vehicle due to damage. So not only would you realize your full guaranteed agreed value payment in a total loss claim, but Hagerty would flip your keys (and your title) back to you. This allows you to keep your damaged car, without having to buy it back from Hagerty. In the past, some beneficiaries of this policy have gone ahead and restored their vehicles, even though they were technically totaled, while others have parted them out, in many cases reaping many thousands of dollars from the sale



***This is not the time to discover that you lack the proper type of insurance!***

of the salvageable components, above and beyond the full payment received from Hagerty for the loss.

The following are some of the most popular questions that attendees ask during our seminars:

“So why would we go through RPM Insurance Group, instead of dealing with Hagerty direct? Wouldn’t I save money by cutting out the broker?”

So to answer this two-part question: Owner Keith Euranius has decades of experience in the automotive industry and in the car culture and hobby. He knows cars from any era, has an acute sense of the collector car market and

culture and what make it tick. He has the pulse of the average and seasoned collector, as this is exactly what he does, and all he does in his niche agency. Keith had managed highly successful new car dealership service operations for over three decades until his retirement in 2016. He has been a car collector and hobbyist just like you for over four decades. In 2019, Keith saw a opportunity to insure collector cars with the biggest and best in the industry, Hagerty. He leveraged his experience, and tailored his agency to provide direct support to collectors, clubs, and organizations through his expertise and commitment



***This Pantera was T-boned and written off by the (unknown Brand X) insurance company. It was later sold for a miniscule amount to a body shop that carefully pulled it back into shape and later sold it, and it is on the road today***

to the culture. This has allowed Keith, and RPM Insurance Group to earn the coveted Top Gear Agent award for 2024. This honor recognizes the top 25 Hagerty agents and brokers in the nation. This is out of over 100,000 registered agents doing business with Hagerty. The Top Gear Agent award very special and elite honor indeed.

To answer the second part of the question, NO! You do not save money on your new policy by going direct though Hagerty. Insurance rates are approved through the Department of Insurance in all fifty states. Rates cannot be changed or manipulated by the agent or insurer. Your payment is the same whether you use RPM Insurance Group or not; when you go with RPM Insurance Group, Hagerty refunds a portion of your annual policy premium to the agency—essentially hiring us to act on their behalf. Other benefits to doing business with RPM Insurance Group include direct access to owner Keith Euranius for all your policy management needs, annual policy renewal review consultations, and so much more. Once again, Hagerty pays Keith to manage your policy year after year. There are no additional charges to our policy holders to receive these additional benefits.

We will answer additional popular questions as well. These questions also allow classic car owners to understand what factors determine eligibility to be accepted into our programs.

**Q.** Does my collector vehicle need to be stored inside a garage to be insured with Hagerty?

**A.** Yes! Depending on what state your Hagerty quote is drawn from, many states Department of Insurance requires vehicles to be properly garaged to qualify for a collector car policy. California is one of these states.

**Q.** I have a large collection of vehicles, and some of them are stored in off-site locations rather than my home. Are my cars still covered?

**A.** Yes! The same general rules and restrictions still apply—the vehicles must be stored inside a garage or other similar secure facility and can't be kept outdoors.

**Q.** Am I restricted on the number of miles I can drive a year, or how I use



***This Pantera in Texas broke down and he coasted to a stop on the shoulder. An inattentive driver in a pickup truck rear-ended him at full speed, which caused the gas tank to burst and the car burned. There was no saving this car, but there were plenty of valuable parts left which the owner could have sold if he had Cherished Salvage coverage***

my collector car?

**A.** At Hagerty, one of our Taglines is “Never Stop Driving”! We believe our collector cars should be driven and enjoyed by their owners, and the public at large, so the broad answer is ‘no’. With this being said, collector cars are not supposed to be used as daily drivers, so it is best to call Keith at RPM Insurance Group for details surrounding mileage and usage inquiries.

**Q.** Will I save money on my collector car policy versus my current standard auto policy?

**A.** Yes! In many cases, we save our clients up to 40% over their current standard auto policy. But are we the low-price leader over other collector

car policies in the marketplace? Sometimes yes, but not always. Our policies, backed by the power of Hagerty, contain endorsements and perks not found anywhere else, and these important differences do come at a cost. But looking at your customized quote, and speaking with Keith, you will soon realize that RPM Insurance Group and Hagerty is the greatest overall *value* proposition available to you to properly protect your rolling investments. You get what you pay for, and from Hagerty you get things that can't be had anywhere else.

Contact Keith directly for more information, and to build your no obligation customized quote. You, like so many others, will be glad you did.



# Offering **HAGERTY**<sup>®</sup>

**Owner / Keith Euranius**  
[www.rpminsurancegroup.com](http://www.rpminsurancegroup.com)  
Phone Number: 925-450-9350  
P.O. Box 195 Oakley, CA 94561  
[rpmoffershagerty@gmail.com](mailto:rpmoffershagerty@gmail.com) | CA Producer Lic. 0M93920

# 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.

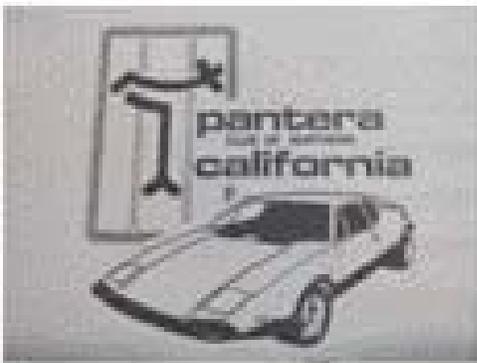
This year's buffet dinner features fresh local green salad, grilled salmon, BBQ ribs, BBQ chicken, roasted potatoes, cornbread, apple cobbler with applejack brandy whipped cream, and fresh fruit. Come early and enjoy the hospitality room.

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



**No POCA Fun Rally in 2024**

**No Problem**

**The West Coast Pantera Rally**

**Is On!!**

**September 13th – 16<sup>th</sup> 2024**



**PCNC working with California and Arizona clubs have set up a west coast rally centered around San Simeon for its central state location and many amenities**

**Details on all the aspects of the rally are available in the Eblast out 7/18/2024**

**For NORCAL folks there will be a meet up in San Juan Batista with a drive down**

**To our preferred lodging, the Cavalier Resort on the 13th**

**Events are planned for each day with libations and meet and greets at selected locations in San Simeon and Cambria each night**

**Saturday the 14<sup>th</sup>**

**Hearst Castle "Grand Rooms" group tour**

**And Car show**

**Sunday the 15<sup>th</sup>**

**Circle rally through the beautiful hills dotted with wineries**

**Join us to enjoy our magnificent cars and club personalities**

**Make your lodging reservations ASAP!**





Brent Stewart  
1239 Valley Quail Circle  
San Jose, CA 95120



## NEXT CLUB MEETING

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

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

***NEW MEETING LOCATION!***

## UPCOMING CLUB EVENTS

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

24 August ----- Drive Your Pantera Day (Mike Haney)

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**