



# news

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Volume 29

Issue 5

May 2002

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## Minutes of Meeting 18 April, 2002

The meeting was called to order by Steve Liebenow at 8:10. Quite a few officers were meeting, including John Hansen, Charlie Puckett, Mark McWhinney, Howard and Sharon Renshaw, and Dave Crego (who had been there earlier but had to return to work.)

**New Members/Guests:** The club welcomed **Michael Haas**, who has been a member for over a year but had been unable to attend any meetings until tonight. He has a white Pre-L Pantera, #3024, which has been off the road for awhile but has now once again attained a locomotive state. He is very happy with the car, except for the Hall Big Throat mufflers. Anyone with a set of stock Pre-L tailpipes should contact him, as he's shopping heavily.

**Changes To Last Month's Minutes:** Daryl Johnson's new Pantera came from Missouri, not Minnesota. And the officer listing on the front page still showed Anita Kuehne as treasurer; Jim Kuehne now holds that position.

**Club Treasury Report:** Jim reported that although we hadn't yet spent much money, the track event will bleed our pocketbook quite a bit. A final cost accounting of the track event will take place in May.

**Club Store Report:** Although John wasn't there, it was announced that the store was all packed and ready to go to Las Vegas.

**Club Library Report:** Has anybody seen the Renshaws? We haven't had a club library report for some time....

**Club Website Report:** The website is up and running and is being updated constantly; go visit it soon!

### **Past Events:**

**Gold Country Panteras Tech Session:** Three PCNC members (Bob Lucas, Kaizer Albino and Mike Drew) made the trek to Sacramento to attend a tech session up there. See the article elsewhere in this issue.

**Autozotica Tour:** Greg Jacobs reported that four Panteras participated in this event, comprising about ten percent of the total number of cars entered. Nancy Haney's review is elsewhere in this issue, but Greg mentioned that a well-driven Ferrari he was chasing along a twisty back road had to pull over because the driver's son was about to yak all over the interior!

**Reno-Tahoe Tech Session:** Larry briefly described the event which was held at his shop. Significantly, of the 22 Panteras in the Reno/Tahoe club, 13 of them actually made it to the event. Imagine if 60% of the PCNC cars showed up at Roger's house some day....

### **Upcoming Events:**

**PCNC Karting Challenge — 11 May:** Greg Jacobs is organizing a group gathering at the Speedring indoor racing facility in Santa Clara. Our group will be issued full safety gear, then get launched in groups of 14 for fifteen minutes of pre-race practice and qualifying. Once that process is complete, we'll have 35-minute sprint races, with unlimited passing, on-board telemetry, and everything the Formula 1 guys get except the prize money! The cost will be \$70, and payment in advance will be required to secure a position. The event is filling up fast but there are still some openings available. We may get a discount if we have 28 people sign up. *Please* contact event organizer Greg Jacobs immediately if you intend to participate.

Most importantly, do *not* be late. The event begins with a mandatory group safety training session. If you miss that, you will not be allowed on the track. Do yourself (and the rest of us) a favor and wear shorts and a T-shirt to wear under the issued driving suit, and bring a change of clothes for afterwards.

We will probably go to Bennigan's restaurant nearby for an early dinner afterwards.

For more information, see the flyer elsewhere in this issue.

**Hole-In-The-Ground Tour, Part II — 29-30 June:** Michael and Roxanne Fertitta have organized a tour of the amazing cave formations (and equally amazing back roads) of California's Gold Country. The group will meet in Livermore, travel along exquisite roads and visit two natural caverns outside of the town of Murphys. We will also have a wine tasting/luncheon/car show at the Ironstone Vineyards. Our overnight accommodations will be in Angel's Camp at the Gold Country Inn. The cost will be \$56 with an AA discount; make your reservations at (209) 736-4611.

Make your reservations early—they fill up at this time of year. The hotel didn't have our group discount rate initially, but the problem has since been corrected.

On Sunday we will tour another cave, this one with a river flowing through it! It's certainly not required to attend both days of the event if time constraints won't permit it.

See the flyer elsewhere in this newsletter for all the details.

**Monterey Historic Races — 15-18 August:** Since rooms in Monterey this year are *already* impossible to find, don't be surprised if the entire hotel is booked solid in the next few months. So if *you* want a room, send a deposit to Tony pronto! The balance will be due once we figure out what the actual cost is going to be.

A multi-page flyer is in the current POCA newsletter, and all the information is also available on the PCNC website.

**PCNC Christmas Party — 7 December:** Here's an advance notice of the date of the club party, which will be held at Mariani's restaurant in Santa Clara.

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

**Pop Goes The Cleveland:** Larry had his Pantera on Mallory's chassis dyno for some last-minute tuning when the motor went POP and shut down. It turns out a rocker arm stud broke and top-end carnage ensued. A thrash session would be called for if the car was to make it to Las Vegas (which it did.)

**Longacre Closeout:** Longacre goofed when ordering components for one of their more high-end digital auto scales packages, and as a result they are way overstocked and Everything Must Go. The \$2200 package can be had from Larry for \$1200 for a limited time.

**Driving For Dinner Raffle:** Ron Hanner won the raffle, but as seems to be the norm, he hadn't purchased any dinner! Instead of taking a Coco's pie, he traded for five conventional raffle tickets, one of which proved to be a winner.

**Raffle Results:** Larry and Brett did the raffle thing with the following results:

De Tomaso Flag — Russ Britschgi  
POCA Centerfold Poster — Kaizer Albino, Chuck Melton  
Booze-in-a-beer-bottle — Ron Hanner  
Bonneville poster — Pam Sharp, Ron Singley  
Bonneville Program — Michael Haas  
Las Vegas Speed Trials T-shirt — Anita Kuehne

The meeting adjourned to the parking lot at 9:35.

# PCNC Officer's Meeting Minutes

The officers of PCNC met briefly to discuss club business prior to the April monthly meeting. The officer's meeting began around 6:00 p.m. Present were Steve Liebenow, Anita and Jim Kuehne, Diane Dean, Dave Crego, Russ and Doris Britschgi, and Mike Drew who just caught the tail end of the meeting.

**Tech Sessions:** Somehow the ball got dropped—although we had coordinated to have Julie Summerfield perform appraisals at our April tech session, she had a prior commitment and had to cancel. We will work to get her on board for a fall date. Holding the event in conjunction with a tech session seems to be the most effective way of maximizing the number of cars she can see in a single day.

Diane also mentioned the possibility of having the appraisals done in conjunction with a wine-tasting event.

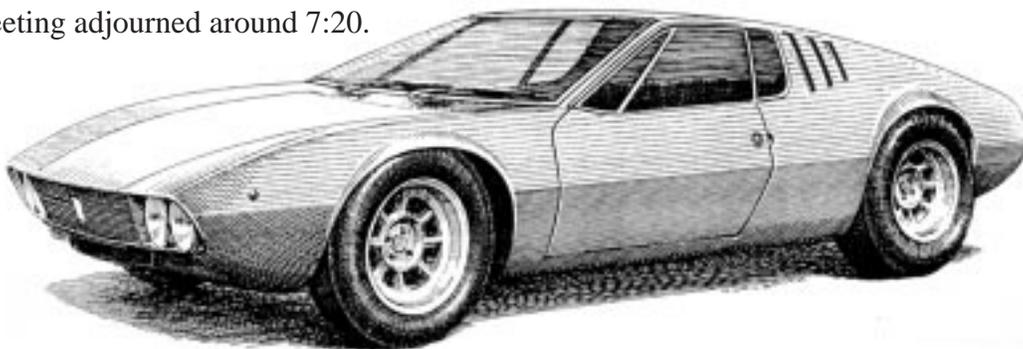
**Event Financing:** Miscommunication surrounding the finances behind the Speedring event were discussed. Traditionally, the club does *not* fund events up-front, but instead insists that members pay their own way. Monterey and the Las Vegas track event are the two exceptions to this rule, since substantial cash deposits are required to secure the respective venues. After some discussion, it was decided to retain the status quo.

**Liability Waiver:** The officers felt that we have been extremely lax with regards to having event participants sign necessary legal waivers. There is potential for injury at some of our events (whether they are driving events or static events, i.e. tech sessions), and thus both the club and the individual club officers have a certain amount of exposure to litigation if somebody were to bring suit against us. Russ will look into the matter further, but don't be surprised if somebody shoves a waiver form in your face when you arrive at an upcoming event!

In an effort to shield the club and club officers, future driving events will not be billed as "PCNC" events, but rather as private affairs staged by a specific host (i.e. the Fertittas) which coincidentally are populated by PCNC members.

**Monterey Update:** There was general discussion regarding the upcoming Monterey event. Diane and Anita are working to document the costs and related expenses of prior years to minimize the financial impact on the club. The costs appear to be rising annually, far in excess of the inflation rate. We wonder how much longer we can afford to host this event, as the prices are starting to get a bit silly.

The meeting adjourned around 7:20.



De TOMASO MANGUSTA

# NEXT CLUB MEETING

**THURSDAY, May 30, 2002  
8:00 P.M.**

**COCO'S RESTAURANT  
1209 OAKMEAD PARKWAY  
SUNNYVALE, CA  
(Take Lawrence Expressway South Exit off Highway 101)**

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## UPCOMING CLUB EVENTS

May 11 ————— Speedring Karting Challenge (Greg Jacobs)

May 31-June 2 ————— Wine Country Classic Vintage Races (Mike Drew)

June 29-30 ————— Hole-In-The-Ground Tour, Part II (Michael and Roxanne Fertitta)

August 15-18 ————— Monterey Historic Races/Concorso Italiano (Tony Harvey)

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

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

# The Autozotica Tax Evasion Rally

*Story and Photos by Nancy Haney*

The Autozotica Tax Evasion Rally was a total blast! The four Panteras there were run by Greg Jacobs and his dad, Guy Dellavecchia, Art Mowry (whose car is severely over-carbureted and thus nobody wanted to drive behind him—bad for Pantera relations!) and of course Mike and I in our L-model.

The roads were terrific, but gosh I wish my car was faster! But thankfully I have *great* brakes!!! At one point, I thought I was going to have to pay for the rear of a Ferrari after I successfully stopped behind him, but saw a BMW 850 V-12 roaring up on me. But the BMW driver (one of the event organizers) got his car stopped too, thankfully.

Yet again I was the only woman driver, although most of the passengers were women.

Oh, by the way, my foot is much better and my clutch works fine—thanks and a big kiss to



*Greg's Pantera is in good company surrounded by Ferraris and NSXs.*



*Guy speeds along Hwy 101 headed for the twisties*

everyone who came over to help fix it (my clutch) last month!

Mike and I were the first ones at the meeting point—we read the website wrong and got there an hour early. Oops.

The tour started on Hwy 1 in Mill Valley; we drove all the way up to Jenner along the coast, and then inland to Occidental for a fabulous lunch. A few people seemed to bail out there.

Then we continued on to Rohnert Park by way of some killer back roads for miniature golf and a try at the little go-karts. Some people were not so sure about the mini-golf, but the people with whom we teamed up said they had a lot more fun than they thought they would. Then it was off to drive the go-karts with the people who had skipped out on the golf. Everyone was rooting for each other and yelling, and that was just the onlookers! The drivers were doing the usual bump-

and-spin moves on each other, and other shenanigans.

Then we left to head back to Mill Valley again. Now, the roads we took were the best roads I can recently remember ever driving, not to mention that they were virtually deserted. This was fairly late in the afternoon; I saw one CHP car just in time to avoid a scene.

We pulled over on a side road just off Lucas Valley Road before Hwy 101 and discussed the day with the drivers that were left, and generally just shot the breeze for awhile. What a really great bunch of people!



*The roads we took were some of the best I've ever seen!*

We got home around 8:15 in the evening, after covering about 200 miles, exhausted but happy.

The next Autozotica event will be a summer rally. The details haven't been announced yet, but you can find out more (eventually) at [www.autozotica.com](http://www.autozotica.com)

# Smog Exemptions For California Historic Plates

## The Mystery Is Solved

By John T. Wilson

After I revealed that my Pantera was determined to be smog inspection-exempt after I equipped it with Historic Vehicle plates, several other Pantera owners attempted to follow in my footsteps, with varying results. Depending upon which DMV office they went to, some had no problems and others were told they absolutely had to provide proof of a smog inspection, even with historic plates.

To try to help out the people experiencing problems, I spent my morning making two trips to the local DMV office where they showed me back in November the code for smog exemption for historical vehicles. At first they could not find it but the lady at the DMV called me at home and after searching she did indeed find the code exempting historic vehicles. It is not in the motor vehicle code it is in their registration manual. It is listed under code 27.070 of the registration manual page 27-8 "(Smog) exemptions continued" Among the various types of vehicles which are exempted from smog inspections, it states "Horseless Carriages

and Historical Vehicles, as defined in VC 5004. (H&SC 43002)" I got the lady at the DMV to copy the page for me and I have included them here.

Also I asked her to check my registration coming up in April. She said it does show smog due. Her advice was to not to send it in by mail, as that is done by machine. She said to bring it into the DMV office and they would again do it without the smog. So here you are, guys and gals, the pages I uploaded are your ammunition when at the DMV office. Anybody that needs a copy by snail mail send me your address and I will send you a copy. Anyone with questions should feel free to call or e-mail me.

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**27.065 Smog Certifications for Originals/Transfers, continued**

**Statement of Facts Required for Exemption, continued**

- Transfer is from a sole proprietorship to the proprietor as owner.
- Transfer is between companies whose principal business is leasing vehicles provided there is no change in the lessee or operator of the vehicle.
- Transfer is between the lessor and the person who has been, for at least one year, the lessee's operator of the vehicle.
- An additional individual is added as a registered owner of the vehicle.
- A vehicle owned by a local California resident and located out-of-state is being registered. The REG 256 must state that the vehicle will be equipped with all the smog control devices required by law upon entry into California.

**Transfers involving a trust or guardianship**—May be exempt from the Smog Certification if the transaction is otherwise exempt. For example, transfers involving family members that are exempt. Signs may include a trustee with the same last name as the transferee or the word "family" in the trust name. If this is the case, the trustee can complete the REG 256 regarding exemption from the smog requirement.

**27.070 Exemptions**

Evidence of compliance or exemption is not required for the following classes of vehicle applications/transactions (except direct import vehicles) which are exempt from the provisions of the law or by resolution of the Air Resources Board.

- 1973 and older year model vehicles. (VC §§4000.1 and H&SC §44011)
- "Title Only" or "Transfer Only" applications. A Smog Certification is required upon registration or renewal of registration.
- Vehicles sold between California dealers if the vehicle is not registered/transferred to the dealership name. Refer to Registration Manual §1.181 for additional information on transfers involving dealer/retailer actions.
- Vehicles being transferred for the purpose of being wrecked or dismantled.
- Motor-driven cycles and motorcycles. (H&SC §§43001 and 44011)
- **EXCEPTION:** California Air Resources Board (ARB) regulations require inspection of emission labels for all 1998 and newer off-highway (OHV) motorcycles and all-terrain vehicles (ATV) with an engine displacement of 90cc or more.
- Any two-cycle powered vehicle or any two-cycle vehicle. (Also refer to Registration Manual §27.390)
- Implements of husbandry. (H&SC §43013)

**27.070 Exemptions, continued**

- Diesel-powered vehicles.
- Electric vehicles. (H&SC §43003)
- **Horseless Carriages and Historical Vehicles, as defined in VC §5004. (H&SC §43002)** A vehicle that is altered prior to August 31, 1968 to use a fuel other than gasoline or diesel. (H&SC §43005) A vehicle that is altered after August 31, 1968 to use a fuel other than gasoline and diesel is required.
- Special Construction Equipment as defined in VC §565 (including dump trucks).
- Vehicles of a body type that present prohibitive inspection problems as determined by the Bureau of Automotive Repair (H&SC §44011(d)), including:
  - **Cranes**—Vehicles equipped with a device that unfolds to various heights. This does not include vehicles designed or used to transport property and/or vehicles, such as tow trucks.
  - **Concrete/Tram/Min/Conestoga Mixers**—Vehicles originally manufactured and totally dedicated to the purpose of transporting and mixing cement.
  - **Golf Carts**—Vehicles designed to carry golf equipment and not more than ten persons, including the driver, which have all four wheels in contact with the ground, an unladen weight of less than 1,500 pounds, and are designed and operated at no more than 15 mph.
  - **Street Sweepers**—Vehicles originally manufactured and totally dedicated to the purpose of street sweeping and incapable of use for any other purpose. This category shall not include pickups and other light-duty vehicles that have been converted and/or modified with a vacuum or sweeper.
- Any vehicle powered solely by electrical energy (solar power is considered electric).
- Heavy-duty vehicles weighing 14,001 unladen pounds or more and powered by natural gas. These vehicles are also exempt from the biennial renewal requirement.

# Late Pantera Chassis Flaws

## The Inside Story

Story and Photos by Mike Drew

Several months ago, I wrote a short article detailing the failure of Charlie McCall's GT5-S lower rear arm mounts and cautioned that this appeared to be a fundamental design flaw in the later, hand-built Panteras. While there is plenty of anecdotal evidence supporting the contention that late-model chassis is dramatically under-engineered, particularly in the rear lower control arm mounts, some owners of later cars are especially sensitive to the criticisms heaped upon these cars by the Pantera vendors who work on them every day. They cite an overall improvement in development, comfort, and build quality and have big problems with people levelling accusations of structural inferiority upon their cars without any proof.

So I decided to fly to Detroit and drive down to Kirk Evans' shop, do some destructive testing on early and late Pantera chassis rails and determine once and for all if there is a significant design problem.

Well, here is your proof.

Gary Roys' GT5-S (recently sold) was up on jackstands in Kirk's shop, minus any suspension, so it was a simple matter to bust out the Tool of Justice and ziz some sheetmetal away to peer inside and see what is going on. Kirk happened to have a pair of 1971 chassis frame rails literally lying around which provided an excellent side-by-side comparison.

A peek inside the absolutely rust-free GT5-S chas-

sis was somewhat horrifying. Kirk has spent more time than just about anybody dismantling and reassembling early Pantera chassis, but I believe that he hasn't really done too much with the late cars other than import them and sell them under the aegis of Amerisport during the late 1990's.

He expressed considerable surprise at the comparative lack of spot welds on the chassis rail, and the hokey tack welds used to join the two halves together at the bottom. Upon opening the rail up, there was no visible reinforcement except the tube, which he was able to move around by hand. He agreed that this was grossly inadequate for the task at hand.

A comparison with the 1971 chassis rail showed that somebody was on the ball back then—a second layer of sheet metal encompasses the inside of the frame rail and has a good 20 or so spot welds to keep it in place. Inside the frame rail is an extremely complex reinforcement structure formed from sheet metal bent into an M shape and placed on end.

Bottom line—in this area, early cars are relatively strong, and late cars are weak to the point of being potentially dangerous. Evans plans to engineer a simple bolt-on or weld-on sheetmetal cover (similar to that used on the early cars) which he will sell at cost to any owner of a post-Ford Pantera.

One side note—both structures feature internal



*The GT5-S frame rail is an incredibly simple piece, formed from a single piece of 14-gauge metal bent in a U-shape. The area where the lower control arm yoke mounting bolt penetrates receives zero external reinforcement—the circular pattern is abrasion from the fender washer*



*In stark contrast, the Ford-era chassis benefits from extensive reinforcement in this area. A second piece of sheet metal is bent into shape, and encompasses the entire structure. It is spot-welded to the top and bottom flanges, and also receives numerous spot-welds to the underlying piece*



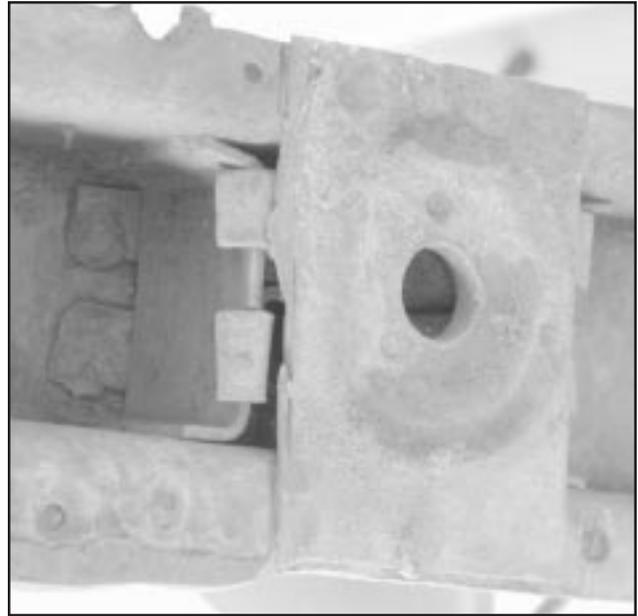
*Cutting open the side of a GT5-S frame rail from the outside (wheelwell) reveals a simple tube, welded around its entire circumference to the inner side of the inside portion of the frame rail. This tube was then affixed to the outer frame rail panel with one small mig weld at the bottom. The inner structure is none too strong; as you see this, one can grasp the end of this sort section of tube and wiggle it around as the inner frame rail sheet metal bends with strong hand effort.*

*Two spot welds are evident securing the outer portion of the frame rail to the inner portion, but the welds along the length of the rail are considerably fewer and further apart than on the early cars. Where the two sheet metal flanges join at the bottom, periodically a small tack weld is used—a rather dubious plan at best.*

reinforcement of one type or another that would be virtually impossible to deform simply by over-tightening the nuts which secure the yokes to the chassis rails. There has long been speculation that the several failures reported on the GT5-era cars were caused by over-tightening, but that no longer seems to be a valid theory.

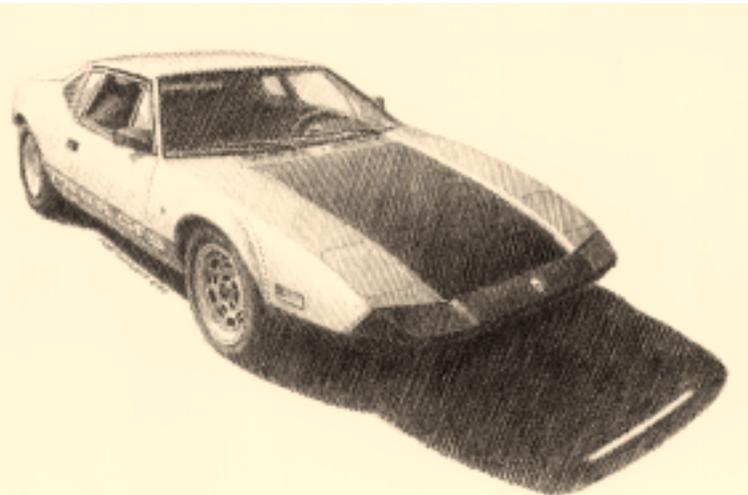
Thanks to Kirk Evans for helping settle this issue and hopefully solving this potentially dangerous problem! Anyone wanting to contact him for further information or to arrange for purchase of appropriate repair parts may do so at:

**Kirk Evans**  
**Amerisport**  
**13626 Five-point Road**  
**Perrysburg, OH 43551**  
**(419) 874-0505**  
**[kre@adelphia.net](mailto:kre@adelphia.net)**



*This photo of a 1971 frame rail is taken from a similar vantage point, but shows an opposite condition—instead of a small patch of outer rail material removed from the a-arm area as in the opposing photo, in this photo all the outer metal EXCEPT that surrounding the a-arm mount has been removed. Inside is an incredibly over-complex structure which is very difficult to photograph.*

*Basically, two U-shaped tabs are welded to the top and bottom of the inner frame rail, ahead of and behind the opening for the a-arm mount. Two pieces of sheetmetal are bent into an “M” shape, and fitted with tabs at each end. The “M”s are placed on their sides, facing each other, the inner tabs are bent and welded to the inside of the frame rail, and the outer tabs are bent around the U-shaped channels. Then when the outer sheet metal is attached to the frame rail, three spot welds affix this sheet metal to the “M” structures. The result is an incredibly strong yet lightweight reinforcement. It probably would have been simpler to just stick a solid block of metal inside here!*



# Updating Safety Gear, Part II: Seat Belts

by Scott Griffith

So what's to think about with belts, anyway? Pretty much any car that is likely to show up at an open track event is gonna have them right from the factory, and that ought to be good enough, right? Well, belts are like helmets. They have a life span, and after a certain age they just can't do their jobs as well any more.

There are many folks with early cars who are still running with the original '70s-era harnesses. These belts pass the letter of the rules: they are there, and they buckle, most of the time. If the webbing is in good shape, and the attachments and buckle hardware are undamaged, the belts will be passed in tech, and they are probably okay. Shoot, when I've teched cars in the past at events run by other clubs, I've seen some that had belt webbing that was so old that you could hear it creak when you bent it. I had to pass them, too. That was "okay", if the driver was just stroking along.

But you have to ask yourself "is just okay enough?", if you are going really quickly. That's a question that you have to answer for yourself. Remember that the purpose of the belts is much more to be an energy *absorber* than it is to simply hold the driver rigidly in place. The problem with older belt webbing is not so much that it is fragile and threatens to fail in the case of a severe impact: it is that it is too stiff, and threatens to make the *driver* fail in the case of a severe impact.

Older belts, especially those with UV damage from outdoor storage or damage from oil contamination, lose their "springiness", and become more rigid. The belts are supposed to stretch in a controlled fashion in an impact to reduce the peak G-force loadings on the driver, and the older and more stiff they get, the less effective they are at doing this.

There is also the fact that '70s-era belt webbing was designed well before crash survivability was well understood, so the belts in your '71 are really probably too un-stretchy to leave you any safety margin for high-speed track use, even if they you could somehow render them brand-new.

More recent developments in belt technology have made it so that the stretch characteristics of the webbing are really well controlled and understood, so at least retrofitting your old hardware with current webbing makes some sense. Take a look at the difference in the webbing: modern webbing designed for race harnesses is a very coarse weave with large bundles of longitudinal fibers with a definite "waffle" caused by the weave. It will stretch quite a lot (up to 30%) to absorb energy when faced

with a catastrophic event. Older street webbing is a very tight weave with little "waffle" along the length of the belt, and very little give even when brand new. After getting soaked in oil once or twice and baked by the sun for 30 years, even that amount is questionable. For the concours-quality restoration, consider getting a set of modern race belts for the track, and swapping in those unobtainium squeaky-clean NOS belts for the shows- it'll keep 'em clean as a side benefit!

One last thing on that topic: belts, like helmets, are one-time-use items. If you've stuffed the car hard and stretched the belts, the webbing is scrap, just like a helmet that has absorbed a good impact is scrap. The webbing is designed to provide its controlled impact characteristics *once*. After that it may look just fine, but it won't stretch properly, won't protect you as well as it could, and really should be replaced.

The various Pantera clubs that stage track events do not require any mandatory replacement belt-aging business, as other sanctioning bodies do. This longwinded discussion is really for educational purposes, in an effort to explain why someone might want to retire something that looks just fine. It is up to the driver to select and maintain his safety gear, beyond the very basic requirements that the belts be there and that the webbing can't be held together with duct tape...

I have some excellent SAE papers on the topic of driver protection from the Motorsport Technology Conferences over the past few years that delve into this in some detail, if anybody is really interested. It's truly amazing to consider how much progress has been made in understanding impact forces and improving driver protection since 1980, or even 1990. This technology isn't expensive, and works very well even in our fine old club cars.

It's a common-sense rule that isn't written down anywhere: the faster you go, the better you should want your gear to be. It's necessary to think about this stuff in that light, because the consequences of a failure or a lapse in judgement get much greater as you go faster. Some folks may be very fast indeed, and may never have a problem, and more power to 'em if they're that good. Speaking just for myself, though, I'm a long way from perfect, and I've been going fast enough over the last few seasons that a dose of Sudden Deceleration would really *smart*... So I, for one, reweb my belts every five seasons, bolt 'em to a nice strong roll cage, and hope I'll never have to use 'em!

# *Terra Di Oro (Gold Country) Panteras* Springtime Tech Session

*Story by Rick Carlile*  
*Photos by Rick Moseley*

It was a beautiful day in the neighborhood as exotic cars gathered in front of my shop in midtown Sacramento on Saturday Morning. In attendance were five Panteras, a replica Ferrari Daytona (Dennis Gacutan), a Boss 302 Mustang (Mike Boward) and one of them Lamborghini Diablo thingies.

Also in the corral was Mike Drew's Scirocco of Doom II which got some brakework that day. The Drewsaster regaled us with tales of pilots asleep at the wheel both in the air and on/off the track.



***Bob Lucas contemplates his decklid bolts***

to tackle mechanical jobs, most people came to the event simply to hang out, tell stories, and check out each other's Panteras. The Lamborghini got a good eyeballing as well!

A couple of locals from the 'Hood stopped by to survey the cars. They are expected back sometime in the next few weeks to test my alarm system and the police response time.

All in all, it was a successful event, a good time was had by all, and we'll do it again!



***Mike Drew surveyed Carl Stein's '72 which has a steering rack overhaul in its not-too-distant future***

Two additional PCNC members were present—Kaizer Albino from Benecia driving his red '71, and Bob Lucas from Santa Clara in his red '72L.

John McNamee got his antenna installed, we sorted out Bob Lucas' rear decklid, and the Prez spent all day replacing a set of sparkplugs in his Mercury Cyclone track car. (A big engine in a small engine bay makes the job especially difficult.) The BBQ was fired up successfully(although the Mercury wasn't) and there was steak, chicken and hot dogs for all. Once again George Potiris brought his personal sauté pan to add a touch of class to the culinary segment of the event.

Although there was plenty of opportunity



***John McNamee and George Potiras coached me on plug-changing***



# **The Pantera Club of Northern California**

## ***Speedring Karting Challenge***

### **Saturday, May 11, 12:00 to 4:00 p.m.**

PCNC is offering you the opportunity to experience the same racing that started the greatest drivers in the world! Imagine competition-prepped karts in wheel-to-wheel action on a challenging road course with the same technology of a modern Grand Prix to provide your race stats! The Formula 1 Champion of the World keeps his edge driving on his dad's kart track...this could be the place you start your racing career.

#### *Overview*

- \* Your personal introduction to the exciting world of motor racing.
- \* Real racing experience with hands on total control and passing.
- \* Maximum of 14 drivers per race—minimum age 18 years.

#### *Race Format*

15 minutes qualifying, followed by a 35-minute race

- \* Safety Briefing by Track Manager or Race Director.
- \* 15 minutes of pre-race practice and qualifying for start grid position.
- \* Grid formation.
- \* 35-minute Sprint Race from standing start to checkered flag.
- \* Driver completing most laps wins!
- \* Lap of Honor with checkered flag.
- \* Computer generated timing sheet at end with lapping summary provided to each driver.

### *Other Information*

- \* Drivers must check in no later than 12:00 noon for a MANDATORY safety training and race orientation meeting.
- \* Complete driver protection provided: full coverage helmet, race suit, balaclava, neck brace, and gloves. (Bring your own helmet if you have one.)
- \* Need to supply sensible shoes (running or trainers are best).
- \* Have shorts and a T-shirt to wear under the race suit, and a change of clothes for post-race socializing

### *Pricing*

- \* \$70.00 per driver

### *Directions*

SpeedRing Address:  
2900 Mead Avenue  
Santa Clara, CA 95051

From 101 North:

- \* Take the GREAT AMERICA PKWY exit towards BOWERS AVENUE. Drive 0.3 miles.
- \* Keep RIGHT at the fork in the ramp. Drive 0.1 miles.
- \* Merge onto BOWERS AVE. Drive 0.8 miles.
- \* Turn RIGHT onto MEAD AVE. Drive 0.1 miles.
- \* Speedring is located on the left.

From 101 South:

- \* Take the GREAT AMERICA PKWY exit. Drive 0.1 miles.
- \* Take a LEFT at the light onto Bowers Ave. Drive 0.9 miles.
- \* Turn RIGHT onto MEAD AVE. Drive 0.1 miles.
- \* Speedring is located on the left.

### *Registration Information*

Drivers should pre-register for this event, as space is limited. **Payment in advance is required** to secure a spot. Limited slots may be available on race day on a first come, first served basis. Make checks payable to PCNC and send to:

Greg Jacobs  
648 Fig Tree Lane  
Martinez, CA 94553  
(925) 372-5968

For more information, go to <http://www.speedring-kartracing.com/>