

news

www.PanteraClubNorCal.com

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Minutes of Meeting 25 July, 2002

The meeting was called to order at 8:06 p.m. by president Steve Liebenow. All officers were present except for Dave Crego, Charlie Puckett and Mark McWhinney. There were 10 De Tomasos in the parking lot, and, uh, a bunch of people signed the roster.

New Members/Guests: The club welcomed **Dick Yando**, who was a PCNC member way back in 1988. He has owned his red 1973 L Pantera, #5566, since he purchased it from former club president Vaughn Marion back in the '80's. The car has sat in Dick's garage ever since, seeing little use, and he's decided it's time for it to go to a new owner. See the ad elsewhere in this newsletter.

Changes To Last Month's Minutes: A few folks noticed a typo in Russ Britschgi's report, but

nothing of substance.

Club Treasury Report: Our club checking account was bulging at the seams, but a check written to the Monterey hotel whittled our balance down substantially. The club remains on solid financial footing however.

Club Store Report: As John is moving to Wyoming, new logistical hurdles will have to be overcome. The bulk of the club store inventory will be in Wyoming, but members can still order goods to be delivered to the meeting, or shipped to them at home. New products will be sent to California to be previewed at the club meeting. The club officers are working on recruiting a California-based Elf to assist Santa Harper.

Events Report: Diane presented a pair of awards to John Bentley for events he sponsored in 2001. Their presentation was originally intended for the 2001 Christmas party, but John didn't attend, and the plaques were misplaced. Better late than never!

Club Library Report: Howard and Sharon Renshaw were again present at the meeting after a long absence. They reported that Richard Agiorni had graciously donated early issues of *Pantera International* magazine to the club's growing library.

Past Events:

Hole In The Ground Tour: Michael Fertitta reported that this was one of the most successful club events ever. 18 Panteras were gathered at the winery along with several brand X cars, and 48 people enjoyed the luncheon. There were a couple of mechanical maladies to keep things interesting—the Britschgi's car suffered from a sticking brake master cylinder, and Steve and Mary Dalcino had a fuel delivery issue which at first seemed like vapor lock.



They got underway again after a 30 minute sit, and continued for the remainder of the event, but went home on the hook after losing their fuel pump about halfway home.

Only one car (that of Ken Levin) was lost, after he was left behind at a fuel stop, but they eventually found their way. Michael Fertitta failed to turn on his cell phone, and thus received a voicemail message—a very *long*

and colorful message as it turns out, since Ken's companion failed to turn *off* her cell phone after leaving her message, and thus gave an unintended and very pointed critique of the event's organization for the Fertittas to hear!

Jack and Jane Bartole hosted a surprise wedding reception for Mike and Nancy Haney at their summer cabin, and the Haney's were presented with the club's congratulatory quilt.

On Saturday night the club completely took over an entire restaurant, shutting out literally every other would-be customer!

The cavern tours were appreciated for a variety of reasons, not the least of which were the cool temperatures they afforded. Those with claustrophobia or a fear of heights were quickly identified!

The Fertittas had a bit of a communications disaster on their hands, as they were driving while utilizing a cell phone, CB radio and FRS radio—at the same time!

Russ wryly observed that the flyer for the event stated that we would be “observing the speed limit”; Russ said that he repeatedly observed it on the way to 120 mph....

Autozotica Tour: John Bentley and Gregg Jacobs reported that six Panteras took part in this all-exotic touring event, which started in Livermore and took all back roads on the way to an Indian casino in Jackson. The driving was fantastic, marred by an accident, as an overenthusiastic Viper owner spun out in a corner and was T-boned by an equally overenthusiastic Lotus Elise driver.

Monterey Engine Swap: Several club members travelled down to Monterey to help Marcus Woehler install his new motor into his Pantera. Apparently the job was a major struggle, with virtually every system and sub-system giving a good fight, including fuel system leaks, etc. But eventually the group prevailed.....

Upcoming Events:

Napa Wine Tour?: We have entered the traditional post-Monterey lull, with no events formally scheduled until the Christmas party in December. Terry Morofsky has found a winery that encourages car clubs to set up all-day displays on their grounds, and rewards us with food and libation. The members of the club have long expressed interest in some sort of Napa event, so Terry will get on the case.

Mini Tech Session: Chuck Melton plans to host a mini tech session in the near future. Watch the PCNC website for details.

Driving For Dinner Raffle: The winner was Ron Singley, who, when asked what he'd consumed during the evening, quickly replied, “Uh, 15 beers!” Which, of course, he hadn't....

Buy/Sell/Swap:

Tony Harvey Cleaning House: Tony has been rooting around his garage and has come up with some surplus Pantera parts. He has two doors (one bad, the other *really* bad) which would be good for internal parts, chrome, window frames, etc. He also has a set of factory engine mounts and transaxle mounts.

Rare 351C Intake: Howard Renshaw has a rare early Ford 4v 351C aluminum intake for sale, in like-new condition.

Pantera Raffle?: The Schumachers originally purchased their Pantera with the intent of

raffling it off to benefit a home for the elderly. See their flyer elsewhere in this newsletter.

News, Clues And Rumors:

Claude DuBois Is Alive And Well: Mike reported that at the recent national Shelby convention, he met the legendary Claude DuBois, who (contrary to what Mike thought) is actually alive. Not only alive, but alive and well, and preparing to race at the vintage Le Mans race in September.

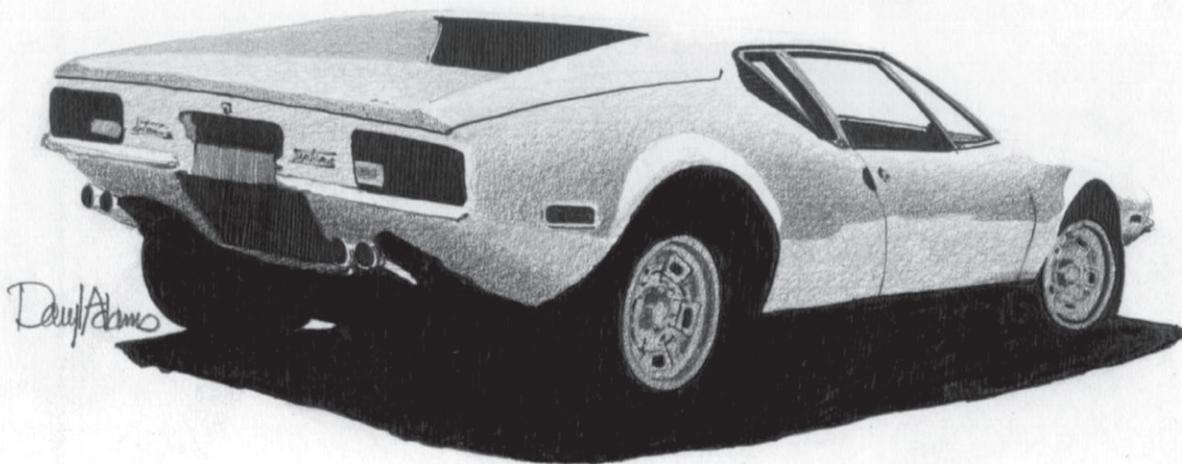
Claude was the Belgian distributor for De Tomaso, and he sold more De Tomaso cars than any other person or dealership in the world, from the Mangusta right through the GT5-S. He also ran a factory-supported Group 4 car in the international GT car series (including Le Mans). He has a lifetime of stories and anecdotes involving his years with De Tomaso, and Mike shared a few short ones.

Claude is scheduled to be a guest speaker at the Las Vegas Fun Rally, either in 2003 or 2004.

Raffle Results: Larry and Brett again passed the hat with the following results:

PPC hats — Chuck Melton, Brett Santos
POCA calendar — Chuck Melton
Bonneville program — Russ Britschgi
His/Hers Geneva watches — Bob Lucas
De Tomaso flag — Bill Santos, Ron Hanner
POCA *Profiles* centerfold — Ron Singley, twice!
Pantera note pads — Brett Santos
“You toucha my car...” coasters — Steve Liebenow

The meeting adjourned to the parking lot at 9:30.



NEXT CLUB MEETING

**THURSDAY, August 29, 2002
8:00 P.M.**

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

UPCOMING CLUB EVENTS

Date TBA _____ Mini-Tech Session (Chuck Melton)

Date TBA _____ Napa Fun Run (Terry Morofsky)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH
www.PanteraClubNorCal.com



Mike Drew
136 Lighthouse Way
Vacaville, CA 95688

Panteras At The Pony Express

Story and Photos by Larry Stock

After running five Silver State 90-mile open road races down highway 318 from America's Loneliest Highway (50) to The Extra Terrestrial Highway (6), Team Pantera Racing was invited to conquer The Pony Express run down Highway 305 from Battle Mountain at Interstate 80 to Austin on Highway 50, that lonely highway again. I must say that trophying 1st, 2nd, and 3rd in my last three Silver States races, I was pretty confident of bringing home an award. My last Silver State run I targeted 150 mph and in fact covered the 90-mile distance averaging 150.004 mph. Not bad for a 30-year-old piece of Italian sculpture.

I run our Pantera Parts Connection demonstration car we call "Red" with the license plate of HIS. It is the real in-your-face demonstration of what we sell in terms of reliable performance upgrades. We advertise that "We sell what we run and we run what we sell". There is nothing over-the-top with this car, just what we call "level one" upgrades. Put them together right and we will run the best that the world has to offer.

NOTHING LIKE TORQUE

The engine is a basically performance rebuilt 351 with Aussie heads, SVO hydraulic cam, roller lifters, standard duraspark ignition, Performer intake with our PPC Double Pumper carburetor. The motor idles at 400 rpm, maintains power to 6500 RPM, has 410 hp at 4900 rpm with 425 pounds of torque at 2000 rpm and a thunderous 490 pounds of torque at 4400 rpm.

A couple of years ago I met one of my neighbors out at Ely in the Silver State run. He was eating wine and drinking cheese with Team Porsche. He was talkin' real big about his buddy's 930 Porsche. I asked him that since I was not going to attend the trophy banquet in Vegas if he would be so kind to deliver me my trophy. Three days later he did. They got one too in the 135 mph class.

So I was driving home Sunday afternoon and saw him out front working on his lawn and stopped to harass him. I ask him if he would like to join me in some 30 year old Italian sculpture, and run a bit faster than he may be accustomed in that other German machinery. He scratched his chin and said ..."Hmm, my wife's out of town—sure!"

I was going to drive "Red" out to Battle Mountain but now I had that much more gear to carry, so we put her on our flat bed transporter and cranked up the air for our four-hour drive. Battle Mountain, as many Central Nevada towns,

is described as four hours from anywhere. The Washington Post ran an article on Battle Mountain and called it "The Armpit of America." The Locals do not agree and invite you out and find out for yourself, they just call it home. We found them quite accommodating.

Friday night was full of getting to know each other and posturing. Mad Dawg Antenucci is a "burning" legend at these events with his reconstructed Pantera. Joe Abe made the drive solo from Southern California with his Burgundy Pantera. Chuck Brown and John Bentley left the Brazilian girls and the Team Pantera Racing 18-wheeler behind to install the Hot Tub and resorted in borrowing my open trailer for John's yellow Pantera. Eric Belter teamed up with Mad Dawg to lend the Dawg his trailer but Eric drove his Red Pantera with those gun metal Kinesis K-20 17" wheels. We taunted the competition with my 150.004 mph mark set at my last Silver State outing.



The members of Team Pantera Racing gather in front of the city park to take part in the car show and show team solidarity

MEETING THE COMPETITION

Saturday was Tech Inspection and a car show around the nicely laid out City Park. Just think, I could have brought the family and done the playground too. And play we did. Joe Abe had grins from ear to ear, taking advantage of the practice sessions that had been arranged on the course. Joe's car is a European Pantera with kilometers on the big dial to deal with, he had no navigator, and an antique car to drive by the onlooking ZO6 drivers standards. We joined Joe in the afternoon one-kilometer Drag Race flying speed timers. The scores: Joe's Pantera 118 mph, the ZO6 Corvettes 118

mph, My Pantera 120.5 mph, and Don Hurbel's 2002 ZO6 Corvette with a blower 145 mph. I think we have now met our Competition.

MEET YOUR MATCH

Back to the hotel and pool seen, yes the family would have been right at home here. On to the Navigator's meeting being taught by the well known Internet mathematician nerd himself, Paul Kraght. This guy has calculated the height of each mile marker in Nevada. He gave us the mph of each curve in the road at a given G force rating. He is strictly a stop watch guy (the more and the cheaper the better, from Radio Shack. Yes, Battle Mountain has a Radio Shack and a NAPA store). He kept talking about having these navigation conversations with his driver. I finally could not stand it any longer and rose up to confront all this BS and said "Who can hear you say anything at 165 mph?" I then identified myself as the guy who set the 150.004 mark at the fall Silver State and I don't need no stinking stop watch. He was amused but stubborn.

THE COMPETITION'S STRATEGY REVELED

We then adjourned with all these important timing notes to the drivers meeting at the park. They supplies refreshments and a catered BBQ. Again the family could have been right at home amidst the open road race car-crazed participants. After stuffing ourselves and some more posturing banter, we retired for a long night's rest back at the hotel, if only these guys didn't bring out their 2-cycle powered



The gang waits in the blazing sun while the temperature soars, as one problem after another delays the start for several hours

chainsaw motor Margarita blender under the hotel reception veranda. This action was also two windows down from my room so ...why not have a night capper, or 2,3,4 good night....

RACE DAY, THE STAGE IS SET

Next morning 5:00 a.m. in Margaritaville...oh Battle Mountain, Nevada. Be at the High School parking lot pregrid at 6:00 a.m. or 6:30 sharp or...at least be in grid order. The PPC Pantera was grid #15, Don Hurbel's blown 2002 ZO6 Corvette and his navigator instructor mathematician Paul Kraght was grid #13. The technology clash is set, odds taken, money is exchanged. Is it the 2002 puffer ZO6 Vette vs. the 1972 Pantera or is it the Radio Shack stop watch vs. Satellite Global Positioning System. Is it pitching or hitting? Okay, I am getting carried away now....

The Race was to begin promptly at 8:00 a.m.... We finally left for the short drive to race grid at about 8:30. It seems that the air ambulance had transmission problems in Boise. The Race Safety Observation Plane had a magneto problem at the local field, and a few of the local folks who got their free BBQ in the park and a race T-Shirt could not find their way out of bed that morning to man all the gates. They also had to find some cowboys to round up the cattle off the highway. So we waited and waited to get the gates manned and the plane in the air. It was getting hot now, on its way to the mid 90's today. I drank my only bottle of water and sat in the trunk which was the only shade. Then it was announced that the event was about to begin when a spectator airplane landed on the highway probably because



Chuck Brown takes the wheel of John Bentley's Pantera as they prepare to make their first-ever run at the Pony Express

he was running low on fuel himself waiting for us to run which delayed us that much more. More time to posture and more time to double our bets.

Finally a little after 10:00 a.m. the first of the unlimiteds left. I retreated from the starting line giving each driver an attaboy and told them each not to let a Pantera pass them. I did pass many of them on the side of the road later on.

Temperatures were fast becoming a concern as our time to ascend from 4500 feet to 6200 feet grew near. I informed my navigator Walt that we may need to deviate from our planned 158 mph average at the six-mile long canyon entrance to something lower if we cannot keep the engine cool. Let me say this now— as opposed to The Mad Fire Dawg's concerns, I do not run an oil cooler, and I don't need no stinking oil temperature gauge to scare my navigator. I run 100% synthetic oil in our PPC 10 quart oil pan. Nuff said! But now I am getting some concerns.

10:45 AM - READY - SET - GAGOO

We are off up the hill around the first of some 40 curves, a left hander at 130 mph in 4th gear. Over the crown and frumpy frump goes the road. I was told that it was smooth, and we are porpoising along at 140 mph. For this is supposed to be the fastest section of the road and we are getting beat up pretty badly. Slowly over the next 10-15 miles I bring the car up to 165 mph. Normally she climbs past 170 in a blink but not today. I finally just put my foot into her to go. Seven radar traps to watch out for along the way so no hot dogging on this run.

IF YOU'RE NOT ON THE EDGE THEN YOU'RE TAKING UP SPACE

The harder I push the bigger the speed wall gets and my temperature gauge can't seem to climb past 210. Well, that is good news except after the 46 miles is the six-mile-long canyon narrows. We have only achieved a paltry 153 mph average to my planned 158 mph average. So I guess we will run the canyon HOT...Come on Hoosiers, hang on, nothing less than 135 mph all the way through the 45 mph zones.

HOUSE CURVE AT 145 MPH - A NEW COURSE RECORD I AM TOLD!

I had planned on a 152 mph average but we had dropped down to 145 mph average at this point. Not to worry, we still had 30 miles to make it up with only 25 more curves to go. Did I say curves? Coming up is the route 305 infamous "House Curves" Left, Right Left. Our course notes recommend Left at 108 mph, Right at 106 mph, and then another Left at 118 mph, but were are behind so let's test the Hoo-

siers adhesion at 145 mph...LOOK OUT course workers and emergency crews.

CAUTION "THE BRIDGE"- POSSIBLE AIRBORNE. YEP, I'M HERE TO TELL YA....

I am nervous on this road for the very first time. Blind curve after dropaway curve after dropaway straightaway. Which one is next? Why did we not at least drive it once? Now we think of that. We are on a mission and down the dropaway straight we go and there it is...THE BRIDGE. My navigator is frantically motioning me to SLOW DOWN, POSSIBLE AIRBORNE! So I am a respectful guy so even though I finally got her rolling along at 165 mph I submitted to a slower speed. How about 155 mph? WHEEE CRUNCH. We hear the course worker announce over the radio "THE RED PANTERA #73 has landed on at least 5 points." We carried a piece of that bridge all the way home with us under the car, planted under our butts.

THE FINISH, OR IS IT WE ARE FINISHED?

Only eight blind curves left in the next 20 rolling miles with most of the straightaways less than two miles long. The water temperature gauge is now bouncing off the thermo-



No trophies today, but Walt and Larry are glad to have finished

stat. 180-210-180-210, amazing. Suddenly in no time we come up around a blind curve and down at 160+ MPH and there is this guy waving a checkered flag. We cannot be done—we still have time to make up? Maybe we should just make a run for it so we won't have to cover our bets. Oh, there are men on the highway waving us into the Austin High School Parking Lot and there is BIG Don and Paul asking us how we did. *Only* 147 mph average. Time to go home and play with my kids. My day is done.

I've got to come back next year and get those smug Corvette guys. Double or nothing! It's great to be in Nevada....

1973 PANTERA FOR SALE

California car - always garaged--no rust

56,000 miles, \$29,500

Dick Yando, ROYando@aol.com, (831) 722-3144

A/C

New Rotary Compressor

Exterior

Original Paint

Black Powder Coat Trim

Cooling System

Halls Radiator

3 Flex-a-lite Fans

New Water Pump

Silicone Heater Hoses

Engine (rebuilt)

*10.5 : 1 Closed Chambered
Heads*

Interior

New Seats

Adjustable Lumbar Support

Electrical

Ford Electronic Ignition

New Starter

New Alternator & Regulator

*Holley Carb
TRW Cam, Lifters, Springs,
Push Rods*

Brakes

Stainless Steel Hoses

Halls Master Cylinder

New Pads

Suspension

Spring spacers removed

*Aluminum Intake Manifold
Aluminum Valve Covers
Silicone Heater Hoses*

