

news

www.PanteraClubNorCal.com

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Minutes of Meeting 26 August, 2004

The meeting was called to order at 8:03 by president Terry Morofsky. All officers were present except for the Britschgis, Charlie Puckett, John Hansen, Diane Dean and Sharon Renshaw (although Howard was with us).

Although only 31 people were at the meeting, the fine summer weather meant there were 12 Panteras and a Longchamp in the parking lot. The low attendance was probably attributable to the fact that the newsletter was held up at the printer's shop and wasn't mailed in time.

New Members/Guests: The club welcomed **Larry Wu**, who at the tender age of 19 years old nevertheless rolled up behind the wheel of a beautiful '74 Pantera! Larry's father has owned the car

for the past 20 years, but for the last 15 years it has sat covered in dust in the back of his body shop in Burlingame. Larry finally convinced his father to let him have the car if he would invest the time and money needed to rectify a few minor problems and get it running again. After a cooling system overhaul, Larry took the car to his high school car show, where they created a new category especially for him! Naturally he won the trophy. On the way home it blew out a throwout bearing so he then replaced the clutch.

Larry is a full-time student, working his way through college by doing custom projects on cars. His Pantera boasts an incredible low-profile headlight conversion utilizing Honda S2000 HID lamps. Greg Jacobs has also had his car modified by Larry, and he will offer the conversion to anybody else who is interested.

Another new face belonged to **Rick Blackman**, who is a longtime friend and colleague of Garth Rodericks. Rick has owned a '71 Pantera for some time, and Garth dragged him to the meeting to provide inspiration to prevent it from turning into a garage queen. He reported that the only thing it needs to be running again is a new battery!

Changes To Last Month's Minutes: The date for the Ken Levin/Darlene Schreiber wedding was correctly listed as 26 September on the invitation, but incorrectly listed as the 28th on the back page. No other changes were noted because nobody else had the opportunity to read the newsletter yet!

Club Treasury Report: Jim reported that the club didn't make any profit on the Monterey event. Unfortunately several people made a commitment to attend the Friday evening dinner but then failed to show up, or to pay for their missed meals! So we had 85 people present, but had to pay the restaurant for 100 meals. If you are one of the culprits, you can live quietly in shame or send in a check!

Club Store Report: Gary Kono brought a small variety of club store items with him to sell, including a tool bag with the club's logo on it, tire pressure gauges, hats, an apron, mugs, and 2004 track event t-shirts at the blowout price of only \$10 each.

Club Membership Report: Since Russ was absent there was no report.

Past Events:

Mini Tech Session: Garth Rodericks reported on the small tech session held at his house. At its conclusion, Chuck Melton got into his Pantera and only made it a few feet before the right front wheel seized up solid with a toasted wheel bearing! They had to wrestle the car back into Garth's driveway on a floor jack. They couldn't get the rotor off the spindle because the assemblies had welded themselves together, so they pulled the entire spindle off. It took two weeks before he was able to get the car back together and out of Garth's driveway!

Monterey Historic Races Weekend: The weekend getaway was another smash success. There were 72 De Tomaso cars pre-registered for the Concorso Italiano, and reportedly 77 cars actually were parked on the grass. Look for a full report elsewhere in this newsletter.

Upcoming Events:

Fun Ford Sunday — 12 September: This show is the largest Fordcentric car show in

California following the Knott's Berry Farm event. The 8th annual event will be held at the Solano County Fairgrounds on Sunday, September 12th, and features a special class for Panteras and Tigers. Steve Liebenow has traditionally attended this event and so presumably would be willing to serve as the head honcho for any PCNC contingent. See the two-page flyer elsewhere in this issue for more details.

Ken Levin/Darlene Schreiber Wedding — 26 September: Ken and Darlene will be getting hitched at the home of Roger and Pam Sharp. They are asking for RSVPs as soon as possible, one reason why this newsletter will be going out earlier than normal. De Tomaso cars will receive preferred parking. The invitation appears elsewhere in this newsletter.

All-Italian Car And Motorcycle Show — 10 October: This show is hosted by the Alfa Romeo club and is a benefit for the Alameda Special Olympics. Basically a Concorso Italiano Lite, this low-key car show has been supported to varying degrees by PCNC in the past, with as many as a dozen Panteras appearing one year, and only one appearing other years. Typically there are between 100 and 200 cars present. The event is free for exhibitors, and only costs \$5 for spectators. Italian music and excellent food are on tap as well. Stealth club member Doug Abadie has agreed to be the club's point of contact; see the flyer elsewhere in this newsletter for more information.

PCNC Christmas Party — 10 December: The Christmas party will be held on the second Friday of December, in the same place as last year—David's Conference & Banquet Center in Santa Clara. Diane will be booking a block of hotel rooms for people who don't wish to drive home afterwards.

News, Clues and Rumors:

Car Show Report: Peter and Catie Cajthaml have been making the car show rounds in their newly purchased Pantera GT5 conversion, and have been rewarded with a trophy for the Best Italian Sports Car at the San Mateo concours, and at another show on the 4th of July, they won first place in the cars and trucks category. They showed off their trophies to oohs and aahs from the crowd.

Pantera Restoration Progress: Larry Finch briefed the crowd on the progress of his Pantera. The painter sprayed the first color coat the day prior to the meeting, and the engine bay is being coated with truck bedliner. The car will be back at the Byars brother's shop by the end of the month for reassembly.

In the meantime, Lee Scales reported that his Pantera was finished after a protracted (three-year) period where it underwent a mechanical and cosmetic refurbishment. The car had suffered extensive accident damage in the rear which had been badly repaired; Henry's Street Rods in Sacramento reportedly did a spectacular job returning the car to its former glory, and along the way the car was changed from Army Tank green to Pantera Yellow! Lee was scheduled to pick up his Pantera a few days after the meeting.

Fresno Panteras: Larry Finch reported that PCNC has a new member in Fresno named Larry Kitahara, who owns a car dealership and is interested in purchasing a Pantera. He also said that through research he has found another new owner in Madera, making at least a dozen Panteras located within 30 minutes of Fresno.

Wings? We Don't Need No Stinking Wings: It was reported that a Pantera set a new D/GT class speed record at Bonneville, running 209 mph on the salt! The car is powered by a destroyed 278 cubic inch Cleveland motor, which spins at 8500 rpm. The car ran without the benefit of any aerodynamic aids; previous attempts had led to a complete loss of control, but judicious control of ride height and stance have apparently fixed the car's stability problems.

Junior Wilson Garage Tour: During the Monterey weekend, Junior Wilson had invited everyone over to his house to check out his new garage, which is a masterpiece of engineering. It started out as a reasonable-sounding structure but quickly spun out of control, much like everything Junior lays his hands on. The large single-story workshop boasted a ceiling support structure made of 12-inch I-beams; soon thick metal plates were bolted to the top, forming a second story! He then designed and built a car elevator and an electro-hydraulic staircase, enabling cars to be lifted to the second floor.

Among the cars present were a shoebox Chevy street rod, a big-block Camaro restoration project, and the very first '65 Shelby GT-350 offered with a factory Paxton Supercharger, 5S202. And taking shape in the center of the second floor was a very Junior-esque creation—a '62 Ferrari 250 GTE, powered by a stroker Ford Windsor! Apparently Junior had picked up the car for a mere \$5000, less engine and gearbox, initially with the intent of parting it out for the suspension and brakes for another project he's working on. But the rest of the car was so nice, and complete, that he decided to make it a runner. As a rebuildable core Ferrari 250 block will run you \$40,000, he decided to bust out his welder and power the car with a Ford instead! The motor was in place, a Tremec 5-speed was awaiting installation, and he'd just finished making custom headers for it. That should be quite a shocker once it's running!

At the back of the garage were two massive sets of glass and stainless steel doors that Junior had just made, leading to a two-story apartment/clubhouse, complete with a hand-made stainless steel spiral staircase! Simply amazing....



Driving For Dinner Raffle: And the winner was Bob Benson.

Raffle Results: Larry Stock and Brett Santos took care of the raffle chores, with the following results:

- De Tomaso Factory Commemorative Poster — Scott Martin
- Hot Wheels — Anita Kuehne, Bob Benson
- Tool Box — Bob Benson
- Pantera DVD — Bob Lucas
- Mazda Le Mans poster — Peter Cajthaml
- Dunlop Vintage Racing poster — Rick Blackman

The meeting adjourned at 9:05 and was immediately followed by a meeting of the track committee (or rather, those track committee members who were present). The rest of the crew proceeded to the parking lot where Larry Wu's custom headlight conversion met with incredible acclaim!

Track Committee Meeting Minutes

Immediately following the club meeting, the members of the PCNC track committee (minus the Pucketts who were absent due to Karen's recent surgery after an on-the-job injury) met to discuss the 2005 Las Vegas track event.

Foremost on everyone's mind was seeking ways to avoid the financial debacle that resulted from the high costs and relatively low turnout for the 2004 event.

Bill Santos had some sad news to relate. The track owners have become extremely greedy and have literally *doubled* the cost to rent the track! Actually what they did was split the existing track into two, smaller tracks, and then charge the same price to rent each one. If we wanted to rent the whole facility, we would thus have to pay twice as much.

Given our difficulty at breaking even under last year's cost structure, clearly this isn't an option. We were offered the minuscule 1.1 mile track inside the oval (which is virtually a go-kart track) for the same price we'd paid for the 2.3 mile track last year (more, actually). That didn't sit too well with the members of the committee either.

Talk turned to the track at Pahrump, where we used to hold our event in years past. Although we always liked the track, problems with the owner and its distance from Las Vegas caused us to seek the closer venue. Now that the Las Vegas track is cost-prohibitive, we are again investigating the prospects for a return to Pahrump.

The track has been sold to a new team of owners who are investing big money to raise the already high level of the track to world-class standards. In fact they are planning on building a second track adjacent to the existing track in order to meet increasing demand. Currently the existing track is reserved by a racing school (which is owned by the same people who own the track), but presuming the new track is built and completed on time, they would move to the new track and give us the existing one for our use.

Best of all, the cost to rent the Pahrump track is substantially less than what we were paying for the Las Vegas track, and the track owners would be able to provide event insurance, always an important point.

As an alternative, we are also exploring the possibility of holding drag racing at the Las Vegas dragstrip on one or both days. Presumably the costs to hold a drag race day would be substantially less than to rent and staff a full road course.

Finally, Bill Santos is planning on 'retiring' and Larry Finch has agreed to take over his position, which involves much of the business and negotiation aspects of the event.

The meeting adjourned at 9:30.



Membership News

New Members:

Peter & Katie Cajthmal of San Mateo. This couple recently bought Jay Leone's pearl white '72 Pantera and drove it to our June meeting at Coco's. That must be the most mileage put on that car for years. Jay really babied that car and its finish is near perfect, just like it came out of the paint shop that afternoon.

Bob Paizs of Valley Springs. Bob joined through POCA so I have no information on what De Tomaso, if any, he owns. However, I do know where Valley Spring is and he has some beautiful road to drive on.

Rick Ransom of Fresno. Larry Finch must have too much time on his hands as he is really beating the bushes in Fresno and flushing out any Panteras hidden in garages, shops, sheds and barns. Larry brought a couple of Pantera owners with him to one of our meetings and Rick was one of them. Welcome to the club Rick

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

July Membership Anniversaries:

Roger & Pam Sharp: sixteen years

Jack & Jane Bartole: thirteen years

Clayton Engstrom: eleven years

Gary Glenn: seven years

Walter Villere: six years

Art Mowry: four years

Ron & JoAnn Singley: four years

Mark & Cindy Tumbarello: four years

Tom & Liz Hasenberg: three years

Greg & Regina Hearn: three years

Barry Hosier: one year

August Membership Anniversaries:

Jack & Judy DeRyke: twenty-four years

Forest & Judy Goodhart: sixteen years

Jim & Anita Kuehne: fifteen years

Charles Puckett: twelve years

Guy Dellavecchia: five years

Cal Eustaquio: five years

Tom Galli: four years

Rich Mathews: four years

Ken Roberts: four years

Paul DaCruz: one year

Monterey Historics Weekend

Story and Photos by Mike Drew

The Monterey Historics weekend has become something I simply cannot consider missing, year after year. Besides the multiple car events which comprise this weekend (so compelling that in auto enthusiast circles it is now referred to as *The Weekend*), the Concorso Italiano draws many of my Pantera buddies and the historic races are campaigned by many of my Shelby buddies, so it's really become a people event for me.

The Concorso sprang from a low-key gathering of the Maserati Club years ago, and is now the single largest Italian car show in the world. It has grown to truly stupendous proportions, and outgrew its old venue, the Quail Lodge. Fortunately Fort Ord had been turned over by the Army to the local community, and its large golf course is the perfect setting for this show.

Last year was the first year here, and event access was compromised by road construction which forced the organizers to use a fleet of buses to shuttle spectators from the parking lot to the show. The wait for buses grew to over an hour and people were absolutely livid. The event organizers promised a thorough review of the situation, and claimed that by creating separate access channels for spectators and participants, all problems would be resolved for this year's event.

Unfortunately, due to a crippling lack of foresight, the multiple access routes were designed to converge onto a single choke point, and once again access to the show literally took hours! The 'improvement' to last year's plan was simply that now instead of being forced to stand in line for an hour and a half waiting for a bus, you can sit in line for an hour and a half in the comfort of your own overheating car!

Scandalous. How something as seemingly simple as herding cars from the highway to the parking lot can be made so complicated is a complete mystery to me. Some PCNC folks were clever enough to take an unmarked back road and thus zipped right into the show, while quite a few people sat in traffic for awhile and then gave up, abandoning the show entirely.

That was a mistake, however, for the show was simply spectacular. All the superlatives in the world aren't sufficient to describe the wonder that is the Concorso Italiano. As Ferrari was the featured marque at the Historic Races, and the national Ferrari Meet was taking place in the days following, there was a formidable Ferrari presence at this show.

We're talking something on the order of 600 or 700 Ferraris! In fact, the situation became almost ridiculous. Cars that would ordinarily send one into an apoplectic fit if seen parked at Wal-Mart, such as a Ferrari 360 Maranello Challenge car or a 365 Daytona Spyder, soon barely drew a passing glance. It is truly possible to overload on Ferraris.

Somewhat strangely, I thought, there were virtually no racing Ferraris present—the show was almost entirely dominated by road cars, and few dating any earlier than the mid-1960's.

The De Tomaso contingent was exceptionally strong, with upwards of 75 cars including three Mangustas and two Longchamp coupes.

The Lamborghini set was impressive enough, although oddly boasted fewer cars than the east coast Pocono meeting of a few months back, which only drew about 200 cars in total. Where were all the west coast Lamborghinis?

A variety of Etceterini marques were also represented, including the same Bizzarrini Spyder that had so taken me at Pocono; in fact this car was awarded the best in show in



The De Tomaso corral was filled with about 75 beautiful De Tomaso cars, including Panteras, Mangustas and Longchamps

Monterey, and well-deserved it was. I'm sure some of the Italian car snobs might have turned up their noses at the thought of a Corvette-powered car taking their trophy away, but anybody who gave even a casual glance at the Bizzarrini instantly knew the award was well-deserved.

Meanwhile, back in the De Tomaso camp, Pantera designer Tom Tjaarda was palling around with Dave and Linda Adler, the directors of Pantera International. Tom was gracious as ever, and took the opportunity to autograph several dashboards and sunvisors, much to the delight of the car's owners.

I was barely able to see the whole show before cars started firing up and heading off—next year I'll do whatever it takes to arrive here at dawn instead of noon!

I had grand ambitions of staying at one of the three military facilities in Monterey which offer temporary lodging to transients such as myself; while there was room that morning, by the end of the event all available rooms had been taken and thus I was stuck without suitable lodging, with the nearest available hotel room an hour and a half away. Fortunately I had planned for such a contingency and had thrown a sleeping bag into the back of my Scirocco!

So off I went to the Los Laureles Lodge, located up the hill in Carmel Valley, the site of the annual gathering hosted by the Pantera Club of Northern California. Each year they put on a gala dinner following the Concorso, and a fully stocked hospitality suite offers snacks and refreshments throughout the weekend. On this particular weekend, it would also offer a suitable horizontal surface eminently suited to supporting one out-of-work cheapskate pilot in a sleeping bag!

The dinner was an enjoyable affair, as always, and the temperature was mild but thankfully far from cold. The hotel's restaurant is well-known in the area for its fine cuisine, and they did a great job of bringing that talent outdoors, providing a fantastic buffet dinner.

Terry Morofsky took a moment to thank the people who were directly responsible for the great PCNC event, especially Diane Dean and Paul Da Cruz.

After dinner, he group returned to the hospitality suite to enjoy all the benefits contained therein, and the storytelling and fellowship continued into the wee hours.

When the last of them gave up, I hopped into my sleeping bag and was out like a light, sleeping like a brick until my alarm went off the next morning.

Saturday was the first day of racing at Laguna Seca, which is located on the other side of Laureles Grade. Here, at last, were the racing Ferraris that were so conspicuously absent at the Concorso Italiano. It was literally impossible to look somewhere without spotting at least one Ferrari; in most cases they were packed together in bunches.

And these were no ordinary Ferraris, either. Each of the cars present had a fairly significant racing history, or at least was of the type that had secured glory for the marque at racetracks around the world. Of course, the seminal Ferrari is the vaunted 250 GTO (Grand Turismo Omologato); of the 36 produced, over 20 of them were right here in this one spot!

Simply amazing.

These were augmented by any number of other cars such as the 250 SWB (short wheel base), 250 Testa Rossa, and the 330 LMB (Le Mans Berlinetta), which was basically a 250 GTO front end grafted onto a 250 Lusso rear end, and equipped with a four-liter GTO motor. Exactly three of those had been built—all three were here. Similarly, four of the ungainly-looking last-generation 250 GTO/64 were built, and all four were here. Amazing....

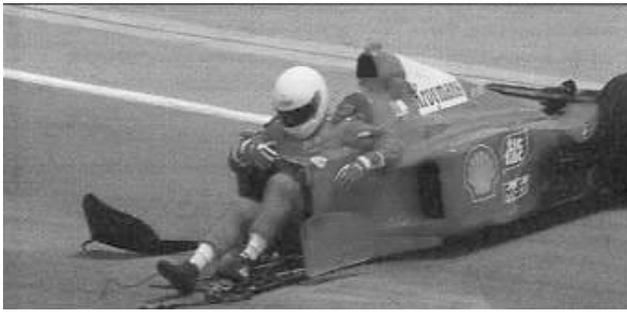
Considering that these cars are currently valued at somewhere in the neighborhood of \$10 million, the fact that so many owners were willing to risk them on the racetrack was laudable. Sir Anthony Bamford and his wife came over from England with an array of cars to campaign, including TWO 250 GTOs! Sadly, his wife found herself a bit at odds with Laguna Seca's twisty corners, and lost control of her car, pounding it into the wall. It looked decidedly secondhand by the time she was through; I suppose one could take solace in the fact that they now own the only Ferrari 250 GTO SWB....

Jay Leno was ambling around the paddock admiring the cars and chatting with the owners, many of whom he knows socially. When I spotted him, he was chatting with some Bugatti buddies and admiring their car. While many celebrities of his stature would be travelling with some sort of goon squad entourage, he was just a Regular Guy, in jeans, cruising around by himself and enjoying the scene. Although he was occasionally harassed by star-struck goofballs who insisted on having their photo taken with him etc., most people were kind enough to leave him alone and let him enjoy himself.

During the lunch break, a group of Ferrari F-1 cars took to the track. This is a direct result of an ambitious and innovative program called Ferrari Clienti. Fully realizing that modern F-1 cars are simply too complex for mere mortals to campaign, Ferrari created a program whereby for a fixed fee, wealthy enthusiasts could buy a Ferrari F-1 car of relatively recent vintage for ten or twenty million dollars, campaign them at events around the world, and receive full technical support from Ferrari, in many cases from the very same engineers and technicians that managed these cars when they were new. And so it was that a bunch of doctors and dentists and lawyers who fancied themselves as race car drivers took to the track in cars which boasted performance capabilities that border upon the ludicrous.

It quickly became apparent that while the cars may boast incredible abilities, many of the drivers decidedly did not. It was curious to see F-1 cars circulating at a pace about equal to that of the admittedly extremely well-driven Chrysler 300 sedan pace car! Mixed in with this parading group were two Ferrari factory test drivers, who were driving Michael Schumacher's cars from the 2001 and 2003 seasons. These two were giving no quarter, and were zipping through and past and around these slower cars in an effort to get to learn the track, for they had an ambition to attempt to break the track record, set by an Indycar back in 1999.

It seemed a recipe for disaster, and sure enough, a few laps into the run, a fellow who had recently purchased a 1999 F-1 Ferrari ran out of talent and spun the car on the steep



Proof that money and talent don't always go together!

uphill Turn 6. The car nosed into the tire barrier on the inside of the corner, where the nose became thoroughly wedged in position. Inertia took over and the car literally snapped in two right at the driver's seat, and the rear half of the car, with the hapless driver still strapped in, lurched sickeningly back into the track and performed several 360 spins up the hill, with the driver's legs sticking straight out, fully exposed like Zanardi's horrendous Indycar crash in Germany. Had he touched anything it's obvious that he would have lost both legs, but miraculously, the surrounding cars all avoided him and he managed to avoid striking anything solid.

The red flags were quickly brought out, the various pieces of the car were dragged onto a wrecker and covered with a tarp, and the carnage was cleared up. The car is already in a crate, being flown back to Italy where Ferrari will completely rebuild it, including generating a new replacement chassis if required.

The racing commenced at 1:00 p.m. with the most antique cars of the meet, dating from as early as 1904 up to 1939. Among the participants in a 1919 Model T racer was a local Pantera owner, Tom De Mund, who was gridded at the very back of the pack but managed to pass quite a few cars before the checkered flag flew.

Fantastic racing continued for the remainder of the day. After the last checkered flag flew, rather than join the lemmings who attempted to exit the track as soon as possible and wound up grinding through traffic for hours instead, I chose to amble back down to the paddock and continue to admire the cars, this time without being surrounded by people. Once the traffic had died down, I returned to the hotel and subsequently enjoyed a fine Mexican dinner at a nearby eatery in Carmel Village with about a dozen other Pantera folks from PCNC, Capitol Panteras and the Southern California clubs.

I had ambitions of an early start the next morning, but managed to oversleep a bit and found myself behind the power curve a little bit. I then raced down the hill to and through Pacific Grove, and made my way to Pebble Beach. Although it was only 8:30 already the field was packed with people; clearly to enjoy these cars properly one has to get here literally at dawn. The fact that Ferrari was the featured marque probably resulted in increased attendance at all the weekend's events, compounding the situation.

On the manufacturer's showcar display in front of the Pebble Beach Lodge, Ford had pulled out all the stops, displaying a quartet of silver-painted showcars. Besides the

new 2005 Mustang and Ford GT, the V-10 powered Shelby Cobra Roadster concept was joined by a brand-new pushmobile concept car, the Shelby GR1. This coupe is based upon the chassis and drivetrain of the new Cobra prototype, and has design elements of the Cobra coupe in the front, and the Cheetah at the rear. Although just in the mockup phase at this point, it drew considerable attention and most agreed it was a much nicer car than the roadster.

Apparently Ford is seriously hot for these two cars to go into production, and they want Shelby to build them. Already Ford has sunk quite a lot of money into the development of these two prototypes, and it's unclear who would bankroll the production of these cars, but apparently the intent is for Shelby, not Ford, to build them. With Shelby experiencing a resurgence of interest in his products following the semi-disastrous experience with the Oldsmobile-powered Series 1, it seems quite possible that one or both of these cars could hit the market soon.

Once on the grass, I knew I didn't have the luxury of salivating over each and every car on display. I performed a quick reconnaissance and among the cars of interest to De Tomaso types was a huge and stately Ferrari 365 GT Spyder California, one of only 14 made, styled by Pantera designer Tom Tjaarda.

The crowds soon became more than I could bear, and I was compelled by the promise of fantastic racing back at Laguna Seca, so I soon fled back to my car and sped back to the track.

At 2:00 p.m. the Ferrari boys were going to have the track to themselves to attempt to set the track record, so I then penetrated the safety fence to shoot photos, this time standing under the bridge between turns 3 and 4. The sound of an F-1 Ferrari going past ten feet away was almost more than I could bear—how so much noise could emanate from such a small engine is an acoustic miracle. Despite their best attempts, and much to my surprise as well as everyone else's, they failed to reach the track record by about two seconds. One can only speculate what the outcome might have been had Schumacher been pedalling the car....

I then made my way to the tight Turn 11 which leads onto the front straight. Here I was able to shoot photos of many members of the Nor-Cal Shelby Club and even one ex-PCNC member who were campaigning cars in various races. From there I wandered up the hill, watching the historic F-1 race from the inside of turn 9 and the remainder of the races from various positions near the corkscrew.

By 7:00 p.m. the event finally broke up and it was time to head home, but instead I went to see Junior's garage which I'd missed earlier in the day. Eventually darkness fell, and as I had many miles to drive to get home, I reluctantly bid Junior farewell and headed for home. I pulled into my driveway just before midnight, completely exhausted, sunburned, windburned, dehydrated, and thoroughly happy!

If you haven't taken the time to make it to the Monterey Historics weekend, you're really missing out on something special. Make a point of marking the date down on your calendar and be in Monterey in August of 2005!

*Some people touch us for a moment,
and some for a season
...and some remain with us for a lifetime
In each other, we have found the one
with whom we will spend the rest of our lives
loving, honoring and cherishing*

*Please join us in celebrating
as we exchange marriage vows*

*Ms. Darlene Jean Schreiber
and
Mr. Kenneth Michael Levin*

*request the pleasure of your company
at their marriage*

*Sunday, the twenty-sixth of September
two thousand and four
at two o'clock in the afternoon*

*at the home of
Pam and Roger Sharp
455 Valley Oak Drive
Morgan Hill, California*

*Reception immediately following
De Tomaso automobiles will have preferred parking.*

*RSVP -Sept 15, 2004
(925) 443-6351*

Fun Ford Sunday Flyer Page 1

Fun Ford Sunday Flyer Page 2

Alfa Romeo

Association
of California

We're pleased to announce the 2004

All Italian Car and Motorcycle Show



Please join Italian Car and Motorcycle Enthusiasts in a benefit for

Alameda Special Olympics



Thanks to your participation we are the primary sponsor of

Special Olympics
Alameda

the Alameda Special Olympics program. Your continued support helps this important program exist.

Pre-register by **September 17, 2004** and a reserved parking place will be made available for you. Pre-registration is appreciated and all pre-registered entrants also receive a personalized window plaque.

Entrance donation for non-exhibitors will be \$5.00 per person. Fee payable at the gate on the day of the event. Under 18 admitted free.

**ITALIAN FOOD
AND DRINK AVAILABLE**



We are trying to update our mailing list. If you **do not** want to continue receiving notification of future events, please notify us at 510/523-2723.

DATE

Sunday, October 10, 2004

EXHIBITION TIME

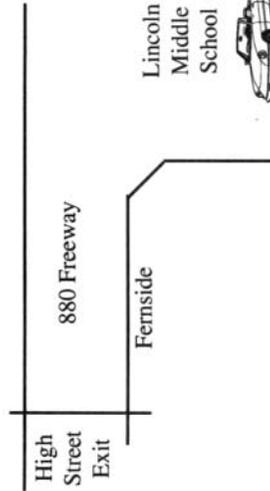
10:00 AM to 3:00 PM

REGISTRATION

8:30 AM

LOCATION

Lincoln Middle School
1250 Fernside Blvd
Alameda, CA 94501



For additional information contact:

Scott Harding	510/521-1453
Steve Gomes	510/523-2723
Tom Sahines	408/262-6279

PRE-REGISTRATION

(PLEASE PRINT)

OWNER'S NAME

ADDRESS

CITY, STATE, ZIP

PHONE NUMBER

MAKE OF CAR OR MOTORCYCLE

MODEL

YEAR

Yes, I would like to make a tax deductible donation to the Alameda Special Olympics. Enclosed is a check in the amount of \$_____ (Please make check payable to Special Olympics)

Yes, I have a new address - please update your records.

Please send your completed form to:

Patty Harding
2910 Marina Drive
Alameda, CA 94501-1636

Or email to: pharding@alamedanet.net

NEXT CLUB MEETING

**THURSDAY, August 26, 2004
8:00 P.M.**

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

UPCOMING CLUB EVENTS

September 12 ————— Fun Ford Sunday(Steve Liebenow)

September 26 ————— Ken Levin/Darlene Schreiber Wedding (Roger Sharp)

October 10 ————— All-Italian Car and Motorcycle Show (Doug Abadie)

December 10 ————— PCNC Christmas Party (Diane Dean)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

www.PanteraClubNorCal.com



Mike Drew
136 Lighthouse Way
Vacaville, CA 95688