

news

www.PanteraClubNorCal.com

Volume 33

Issue 6

June 2006

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Minutes of Meeting 26 May, 2006

The meeting was called to order by the president at 8:08. All officers were present except for John Hansen, Mark McWhinney and Mike Drew (Steve Liebenow ably filled in for the missing secretary as usual). There were 31 people in the room, and six De Tomaso cars in the parking lot.

New Members/Guests: The club welcomed **Chuck Brown**, who is a Pantera owner but not a club member (yet!) His car is laid up, so he borrowed John Bentley's Pantera and drove it at the recent Silver State race! With him was his cousin, **Allen Albrecht**, fresh out of the Army and newly enlisted as a Marine!

We also welcomed **Lynn Rosa**, who ably served as Elliot Kushner's navigator at the Silver State race.

Club Treasury Report: Jim reported that he had written a fat check to the track to finish paying for our event there, and also paid The Perfect Copy for the cost of printing and shipping the event programs and safety forms. He received some cash in the form of a sponsorship check for the track event from Peter Kovacs, some driver fee deposits, and PayPal deposits.

Club Store Report: John is still crunching the numbers for the club store; we should have that information next month.

Club Membership Report: Russ mentioned that PCNC's membership numbers are dropping, solely due to the formation of new chapters in the Pacific Northwest and Hawaii; former PCNC members residing in those locales are logically shifting their memberships to their new chapters.

Club Website Report: There was some discussion about the PCNC website (in Mark's absence), with mostly positive comments about the site as a whole, and the group again expressed appreciation to Mark for all his hard work. Tom Galli noted that upon visiting the PCNC website, one minute later his computer blew up! (Most attributed that to the state of his computer rather than the website however....)

Past Events:

Lodi Chocolate/Wine Tour: Unfortunately, this event (which conflicted with Father's Day) was cancelled. Apparently the phone number on the flyer was disconnected, which certainly didn't help? Hopefully we can reschedule this event for later in the fall.

Las Vegas Fun Rally: Russ Britschgi's article (from last month's newsletter) was discussed and universally applauded. Steve Liebenow related the story of his exhaust header which developed a 360° crack in one tube; given that both Jim Kuehne and Brian Gentry also suffered exhaust cracks, it seems like exhaust system issues were the *problem du jour* this year!

The Hot Rod Diner dinner was a disaster, due to poor advance coordination coupled with people just spontaneously showing up without signing up for the event. Gary and Mary Anne Kono just decided to bail out, as it was quite evident that there were not enough cooks or waitresses.

Bob Benson won the grand prize in the POCA raffle, a custom set of Kodiak wheels. Since he already has two or three sets of wheels for his Pantera, and he recently picked up an old Camaro to turn it into a track car, he is going to have the wheels made for that application instead.

Bob relayed the story of the award that he won from Dave and Linda Adler of *Pantera International*, the Frank Gerum Memorial Award. Frank was a well-known POCA member who believed in both showing and racing his Pantera, much as Dennis Antenucci does now. He unfortunately lost his life when his Pantera went over a cliff at the La Carrera Panamerica race in Mexico about 15 years ago. The award was created in his honor to recognize a driver who builds a show-quality Pantera and then drives it in a spirited manner at track events etc. However, Bob said the idea of the award sort of gave him the creeps as he pulled up to the starting line for the race!

The track event was quite successful, with 55 people taking to the track (of which 47 paid; the remainder were either sponsors, track workers, or the track owners). We also had great participation in the lunchtime drive-around.

The Bill Santos Memorial award was actually issued to three people this year. The first went to Larry Stock for his help in promoting the marque, providing the tow truck, and just being there with all his parts as he always done. The second went to Karen Puckett for being there from morning to night, making sure that every one is getting what they are due, skipping lunch, and generally making great personal sacrifice on behalf of the event. The third went to head sponsor Kevin Hubby for his continued devotion and contributions to the track event the last couple of years.

Silver State Open Road Race: Lynn Rosa, Elliot Kushner's co-driver, gave a brief presentation on the Pantera performance at Silver State. There were six Panteras entered, but Dan Courtney was disqualified for having tires that were a few months too old (despite the fact that he had just purchased them a week before the race).

The group had an absolute blast, with a terrific party in Ely before the race, and another one in Las Vegas afterwards. On Elliot's first run a few years ago, his car ran so lean that the exhaust heat melted both taillights! On his second run, only one melted, and this time he had his jetting down and the taillights survived (although one of his air scoops flew off and disappeared).

In the 120 mph class, Jason Eaton took first place with a time differential of only .009 seconds! There was a .023 second margin to second place! His Pantera ran flawlessly until he got back to his trailer, and his clutch slave cylinder died—he couldn't get the car onto the trailer!

In the 125 mph class, Lynn and Elliot didn't do particularly well. They were 'banking' time out of the narrows, and had to back off for awhile. Unfortunately they scrubbed off too much time, and due to the driver's window failing to go up, he couldn't hear her directions to speed up!

In the 130 mph class, Chuck Brown managed a .2663 second differential as a solo driver, without a navigator, good enough for first place. He was driving John Bentley's car, but John didn't make it to the event.

In the 140 mph class, Bob Benson was way off the pace with a time differential of 2.24 seconds, but he still netted second place. Bob said it was pure luck, and he was simply hoping for a top-ten finish in his class.

In the 145mph class, Dennis Antenucci failed to finish because his idler bearing seized and his water pump belt snapped. He won the Hard Luck award, and still partied like a rock star.

In the 150 mph class, Larry Stock finished with an average speed of 149.987 mph, only .187 seconds off his target time—and only got second place in class! The winner had a .103 second time delta. Needless to say, Larry was peeved!

R.J. Gottleib was back in action in his super-duper Z28 Camaro. He had dropped out of sight over the past few years, as he was in law school. He ran in the 200 mph class, as the car has a 540-inch motor and generates over 800 horsepower.

The winner of the Most Exotic award was a seriously modified 1937 (!) pickup truck! He was competing in the 170 mph class, but failed to finish this year.

Upcoming Events:

Palo Alto Concours — 24-25 June: The concours will feature a Saturday drive to the coast, ending up at The Candy Store, followed by a dinner at the Stanford Faculty Club. The concours itself will be on Sunday.

Monterey Historics Races/Concorso Italiano — 17-20 August: Registration for the Los Laureles Lodge has been opened up to all POCA members. A \$100 deposit is required to hold

your room; the event costs are still being worked out but will likely be very similar to last year. We only have 22 rooms available to us, and 20 of them are already reserved!

One of the themes of the Concorso Italiano is the 35th anniversary of the Pantera, so it stands to reason that there will be a higher-than-normal number of De Tomaso devotees present, so plan accordingly! Diane is working on the dinner menu and the theme for this year's banquet.

Other Events?: We are trying to get some other events together for this summer. There was talk of a Napa tour in July, but it is usually pretty warm at that time of year, so it will probably have to wait until the fall. There will also be another Paso Robles tour this fall. Diane is open to any other ideas?

Club Business:

POCA President's Breakfast: Each year at the Las Vegas Fun Rally, the members of the POCA board meet with the chapter presidents to discuss various matters. Gary Kono related the highlights of the meeting; the principal topic of discussion was a proposed plan to change the POCA publications from a monthly newsletter and four quarterly magazines, to a bi-monthly combined publication. Gary described the pros (mostly that it would be entirely in color) and the cons (there would be much less content). Additionally, the proposed plan called for somebody to be paid to produce the thing. Overall the project met with almost universal disdain, and by a show of hands the club overwhelmingly voted to keep the present formula.

PCNC Participation Points: Russ Britschgi has been tabulating points to calculate the award for the most active members, but wasn't really clear on how participation in the Las Vegas event should be scored. His current scheme calls for points to be awarded to everyone who attended Las Vegas, as well as to everyone who participated in the track event, worked the club store, etc. Most people agreed that the people who volunteered their time to work (either at the track event or the club store) should receive greater recognition. He is taking those inputs to come up with a final scheme.

News, Clues and Rumors:

Driving Awards: Several PCNC members got the opportunity to have one-on-one conversations with members of Nevada's Constabulary force on Hwy 160 between Pahrump and Las Vegas, in recognition of their superior driving velocity. Bob Benson got tagged for (some elevated rate of speed) and received a ticket for 80 mph in a 70 zone. Meanwhile, Gary Kono received a ticket for 104 mph, although at the time he was decelerating from significantly higher speeds! He was 'checking his oil temperature'. Interestingly, he actually got tagged from the rear; one can only speculate what would have happened if he had simply kept his foot in it! Visions of a police dragnet at the other end of the road come to mind....

Larry Finch (with Mike Drew riding shotgun) got nabbed by an instant-on radar as they crested a rise, and the Valentine One didn't issue a peep until it was too late. Larry's ticket was for 106 mph. The officer clearly knew he was shooting fish in a barrel, because he even mentioned the PCNC track event!

Fortunately, a local native and track event participant turned Larry onto an organization called "Ticket Terminators." Apparently this 'company' is in cahoots with the local judge, and for a healthy but not-unreasonable fee, your triple-digit speeding ticket gets turned into a very, very expensive parking ticket! You still have to pay the same amount, but it doesn't go onto

your driving record. Gary climbed on board as well, and they are awaiting the successful resolution of their respective tickets.

Additionally, another PCNC member got dinged by the CHP for doing 80 mph in a 70 zone—towing a trailer!

Bob Benson's Trials And Tribulations: Bob related the story of the hectic times he'd been enjoying over the previous few weeks. In getting ready for the Las Vegas event, he was attempting to install his multi-piece bolt-in roll cage from Precision Proformance. It didn't fit properly, and in attempting to manipulate a slip fitting, he managed to break the rear window two weeks before the event. In fact the cage was now thoroughly wedged in position and wouldn't budge, so in desperation he had to cut it out!

He had his glass man replace the window in two days. Then he gave the car to a kid across the street who has built many custom cages for Nor-Cal Shelby Club members. He took his time and the cage wasn't finished until two days before Bob was scheduled to leave.

Bob had a million things to do, and blew off several of them, but he did redo the carpet since the original had been thrashed after years of seat belt changes, roll bars and roll cages, etc.

Bob installed a rear-view mirror in the car in the hotel parking lot in Las Vegas. The car ran great at the track, and when he returned home he was totally wiped out.

The Silver State event was scheduled for a mere two weeks later, so he went through the car changing the engine and gearbox oils; while doing so he found both muffler brackets had broken, along with the lower part of the deck lid latch, so he had to order the parts and fix those up.

Bob got sick from exhaustion and laid low for a few days; while he was resting he read the Silver State rules and learned that the roll cage had to be above the drivers head; Bob's cage was too low. So he fabricated new seat brackets to lower the seat, and then left for Ely (accompanied by Gary Kono), still a bit under the weather.

Seemingly every time Gary mentioned something, that thing would immediately go wrong. He asked why Bob didn't have a shield on the front of his open trailer, and Bob said the truck blocked most of the debris. With that, they encountered a swarm of over a million Mormon crickets, that made a hell of a mess all over the car. By the time they made it to Ely, the car smelled like rotten fish! It took them several hours the next morning to clean them all off.

Then, Bob was raising a window and Gary mentioned the Vader window conversion. Bob said it was totally unnecessary, and shortly thereafter, one of his windows totally quit working!

Bob initially failed tech inspection; he had to buy roll bar padding as he had forgotten his brand-new padding at home. They made him fit metal valve stem caps, and they were unhappy that his tires were brand new (the new tires he had brought to Las Vegas were damaged by the rocks kicked up by Dennis Quella and Gregg Esakoff).

Bob topped off the fuel tank the night before the event with race gas left over from the Las Vegas event. As he finished one jug, he noticed a bunch of crud in the bottom of it, and immediately envisioned his gas tank being filled with grunge, which would then clog the fuel filter and cause the car to stop on the course, giving him a DNF on his first try. Bob had also received the Frank Gerum Memorial Trophy in Las Vegas (a perpetual trophy in honor of a POCA member who was killed in his Pantera during an open road race), and he wondered if that was perhaps an omen for his first open road race.

Bob received some deceptive advice from the fellow who actually won his class; the guy knew Bob was a rookie and told him to keep it at 160 mph all the way to the narrows, when in fact 145 mph is a more realistic average, as you only drop down to 95-120 mph in the narrows.

So Bob came in second place. Team Pantera did well, with two first place finishes, two second place out of six cars entered. Bob was worn out, and glad the whole ordeal was over!!!

Driving For Dinner Raffle: Mark Savage got to eat for free thanks to bringing his Pantera to the meeting and winning the draw.

Raffle Results: Roger and Brett passed the hat, with the following results:

1/2-inch Hammer Drill — Bob Lucas
Bench Grinder — Darryl Johnson
Circuit Tester — Gary Kono
\$50 Gift Certificate from Panteras by Wilkinson — Barry Hosier, Russ Britschgi
\$50 Gift Certificate from Precision Pro-Formance — Brian Bernard
WD-40 — Steve Dalcino
Windex — Russ Britschgi
Bottle of wine — Mark Tumbarello

The meeting adjourned to the parking lot at 9:46 p.m.

Membership News

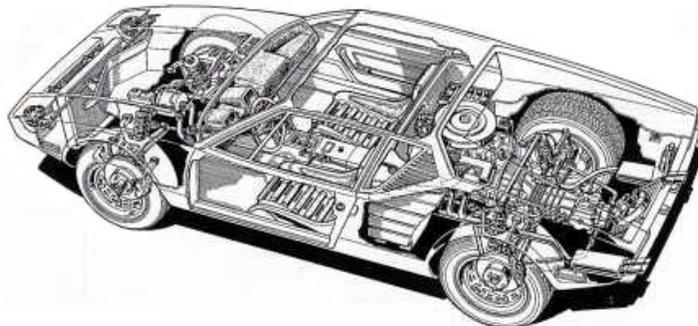
New Members for June:

Nobody new this time around.

June Membership Anniversaries:

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

Eliot Kushner: nineteen years
Junior & Chris Wilson: seventeen years
Brian Bernard: fourteen years
Cheryl Pastore & Les Morgan: twelve years
Chuck & Suzie Melton: nine years
Steve & Merry Dalcino: seven years
Howard Memmer: five years
Mike Paul: four years



Vintage Mustang Owners Association Show

By Garth Rodericks

Saturday, June 17 dawned bright and sunny, a perfect day for the 29th Annual Vintage Mustang Owners Association car show. Fellow PCNC member Tom Hasenberg is also a VMOA member and was co-chairman of the show, held at DeAnza College in Cupertino, CA. (Tom had his original 17,000 mile Pantera and a Winston Cup Thunderbird race car on display).

This was the first year the VMOA show had a Pantera class and we had nine Panteras and one Mangusta, the strongest showing of any non-Mustang class in the show. Darryl Johnson's beautiful 545 cubic inch Pantera took best in class and also best engine for the event. This was quite an accomplishment considering there were over 200 cars in the show, including Cobras, Shelby Mustangs, early and late model Mustangs, and other Ford muscle.

The famed Ron Kimball shot some pictures of Bob Benson's and Darryl Johnson's cars for a possible calendar. Bob and Darryl also participated in the Best Sounding Engine



Darryl Johnson's radically modified Pantera took the best-in-class trophy; he also won the award for the most radical engine overall with his 545 cubic inch monster



For many people, Tom Galli's Mangusta was their first exposure to this exquisitely beautiful automobile

competition. This was a fun contest as each contestant took turns spinning their engines high in front of an enthusiastic crowd. Bob's Dart block 351W Pantera with 180 degree headers made the sound-off finals with an immaculate custom '71 Boss 351 Mustang, a high revving '68 Mustang fastback, and a Shelby Cobra spec racer with a wicked 302. The '68 Mustang won the contest, but we all thought Bob's Pantera was the baddest sounding.

Brett Santos came by and helped make Pantera disciples of the Mustang crowd, and Guy Dellevechia wandered into the show accidentally and determined that he should start attending club meetings more often and reading the newsletter so he knows what's going on!

All in all, it was a great day and a lot of fun with the cars and fellow club members.



Rich Boschert's dark green GT5 conversion was spotless

NEXT CLUB MEETING

**THURSDAY, June 29, 2006
8:00 P.M.**

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

UPCOMING CLUB EVENTS

August 17-20 — Concorso Italiano/Monterey Historic Races Weekend (Diane Dean)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

www.PanteraClubNorCal.com



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