



news

A Chapter of POCA

www.PanteraClubNorCal.com

Volume 47

Issue 11

November 2020

PRESIDENT

Mark Bailey
(669) 333-2544
MarkPantera73@gmail.com

VICE PRESIDENT

John Tomlin
(408) 221-3926
JohnLTomlin@aol.com

SECRETARY

Mike Drew
(707) 628-3317
MikeLDrew@aol.com

TREASURER

Larry Finch
(559) 281-3497
FresnoFinches@aol.com

CLUB STORE

Irene Smith
(209) 419-1366
IGSmith50@icloud.com

LIBRARIAN

Forest Goodhart
(831) 724-3763
ForestG@att.net

**MEMBERSHIP
COORDINATOR**

Brent Stewart
(408) 768-0649
Brent.Stewart@yahoo.com

**EVENTS
COORDINATOR**

Lou Brizzolara
(415) 203-4018
LBrizzolara@ahmassoc.com

**MOTORSPORTS
COORDINATOR**

Bob Benson
(408) 209-7677
RCBSons1@aol.com

RAFFLE CHAIRMAN

Brent Stewart
(408) 768-0649
Brent.Stewart@yahoo.com

WEBMASTER

Denny Morse
(408) 922-9336
Denman@gmail.com

No Meeting Minutes...

Once again, because there was no formal meeting, there are no minutes to report. A handful of people have been taking part in online gatherings on Zoom, but hopefully this is not going to be necessary much longer.

There are signs of life in the local De Tomaso community, as there have been a handful of small gatherings where more than one Pantera was present. So there is yet hope that one day we might be able to see one another in person! However there are no formal club events scheduled as yet, and the POCA Fun Rally committee, in consultation with the chapter presidents, made the command decision to postpone the upcoming Fun Rally to 2022. One hopes things will have turned around by the summer so we can at least gather at Monterey? Fingers crossed....

Membership News

New Members for November:

We have no new members this month.

November Membership Anniversaries:

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

Erik Belter: 28 years

Keith and Cindy Gilmore: 23 years

Robert and Theresa Jones: 13 years

Mike and Sue DeFazio: 11 years

John Lyons: 2 years

Roger and Elana Thomas: 27 years

Bob Benson: 19 years

John and Connie Hansen: 12 years

Steve and Linda Solipasso: 9 years



The Sunday Morning Drive

Story and Photos by Brent Stewart

Every now and again, Bob Benson and I get a hankerin' to stretch the legs on our Panteras. We have a pretty well-established routine, so there isn't much need for discussion other than the day to go. If the weather is cooperating, we like to get an early start to beat the traffic. Last Sunday was one of those days where everything aligned. A clear and dry California morning where there hasn't been rain or fog for a while—a perfect Pantera day!

The route is a given—we head out from Saratoga up Hwy 9 where we try to avoid the early-morning bicyclists and any possible black ice. Usually by the time we get to the top at Skyline we've avoided both and are ready to see how the cars will perform. The backside of Hwy 9 is often pretty deserted and this Sunday was no different. We had 10-15 miles or so of wonderfully uninterrupted twisties that quickly reminded us why we love these cars. Passing through Boulder Creek, Ben Lomond, and then Felton we keep it all safe and sane. But once we get past Henry Cowl park, there is another few miles of spirited driving until we get to Santa Cruz.



Brent Stewart was behind the wheel of his beautiful red '72 Pantera

Merging onto Hwy 1 changes the drive completely. Now we relax and enjoy the ocean views. We're in no rush, as it's just wonderful to be in those cars humming along on a nice open road. About halfway between Santa Cruz and Half Moon Bay, there's a rest stop on the ocean side of the highway. This is a good place to stretch our legs and talk about the previous run over Hwy 9.

The car views aren't half bad either (see pictures)! We usually draw an audience, curious about our 'Ferraris' and 'kit cars', and after about 30 minutes we are itching to get driving again. From there we continue North on 1 through Half Moon Bay, Moss Beach and through the Devil's Slide bypass tunnel. This is where our 180 headers shine! Probably all I need to say about that....



Bob Benson's menacing black and bewinged 1971 Pantera offered a contrast to Brent's red car. Both are equipped with 180-degree exhausts and thus issue a high-pitched snarl loud enough to wake the dead!

Throug h Pacifica and on to where Hwy 1 crosses 280, and we're now on the return trip home. After about 150 miles and four hours the Panteras are put away. It's a long morning, but always enjoyable in cars that we are so privileged to be the caretakers of. If you haven't taken yours out for a while, I encourage you to make the time. There really is nothing like owning (and driving!) a Pantera.

California Dreamin’

Story and Photo by Mike Drew

Despite the fact that over the past few months we have fixed everything that was wrong with Lori’s Pantera, I woke up one morning in Spain and realized that we hadn’t driven it for many, many months. Club events are usually the impetus for us to get our cars out, and of course there haven’t been any of those since January. But I was determined that we should take advantage of the great fall weather and hatched a plan to put some miles on it when I got home.

A few days later, Lori backed it out of the garage and I hopped in to play navigator. We are blessed with our proximity to some of the greatest back roads you can imagine, literally starting right outside our door. Before long we were winding up Hwy 128, heading towards Lake Berryessa and the Mayacamas mountains.

This region became world-famous a few months ago due to the devastating fires, and the evidence was all around

us. Blackened hills and miles of black, dead trees were reminiscent of something straight out of Lord of the Rings. Periodically we would have to stop for construction work, as teams were busy removing dead trees and conducting preventative maintenance to the hillsides in anticipation of rockslides once the rains start.

However, in between roadblocks, there was precious little traffic and Lori was free to cruise as fast as she liked. I am intimately familiar with these roads, as I routinely ride motorcycles here, so I was looking forward to stopping at a deli in Spanish Flat, right near the lake.

Sadly, Spanish Flat was all but wiped out by the fire, and even though the deli and the Italian restaurant next door (run by an old Italian immigrant, and featuring the best Italian food I’ve ever had in this country) both survived the flames, they couldn’t survive the dual onslaught of a lack of local clientele, and Covid 19 restrictions. We were sad to see

that both had closed permanently.

I took the wheel at this point, and put my knowledge of the roads to work—in short, an unsanctioned track day broke out! Some sections of road are wide and sweeping, while others are bumpy and sinewy, with unforgiving shoulders (including one stretch that offers the unlucky a quick trip down a 10-foot cliff into a creek). So I was circumspect for the most part.

We pulled into the hamlet of Pope Valley, which was first founded in 1841. Here three roads intersect, and it seemed as though we had gone back in time some 50-75 years. The old-fashioned Pope Valley Garage still offers service and repairs, and a small general store supports the surrounding community (the entire valley has less than 600 residents).

Straddling a creek is a building dating from the late 1800s. Built by a Swiss immigrant named Henry Haus, here he had a thriving blacksmith and wagon-making business for almost 70 years. He finally closed his doors in the late 1950s, but the building remains, looking as though it could be open for business again tomorrow.

We took an alternate route back towards home, stopping at the Turtle Rock Bar and Café, in Capell Valley (home of the world-famous egg rolls). Lori had never experienced the egg rolls here so it was impossible to just drive past it. The entire



surrounding area was burned to a crisp, but a stalwart team of volunteer citizens defied evacuation orders and fought the blaze for hours, accompanied by dedicated firefighters who understood how important this local landmark is to the community at large, and so it was spared. Lunch was as good as I had promised.

Afterwards I dialed back the veloc-

ity a notch so we could both take in the scenery. It was heartbreaking to see the devastation, and imagine so many lives forever altered by the unbelievable fires that raged all throughout the area.

After exactly 100 miles, we pulled back into our driveway. Lori's Pantera performed flawlessly, our one encounter with law enforcement fortunately happened during a brief period of unhurried

driving and thus netted us no driving award from the county sheriff, the weather was perfect, and the lunch was terrific. Most significantly, we were able to see first-hand how fortunate we are compared to so many other people.

Good fortune should be celebrated and appreciated, and there is no better way to do that than behind the wheel of a Pantera!

A Wheely Great Idea!

Story by Mike Drew

Photos By Creaky Old Guy

The hard, cold reality is that the Pantera owner demographic is gradually aging, such that a substantial portion of our club members qualify for AARP membership (I keep throwing those damn envelopes in the trash but they keep sending them to me!). The same is even more true for owners of traditional hot rods, which really saw their heyday in the 1940s, 1950s and 1960s.

So it was with great interest that I spotted a device called "Creaky Old

Guy's Acme Wheel Removal/Replacement Assistant". It seems a fellow working on a fenderless highboy hot rod was tired of trying to wrestle his wheels into position, and so he decided to work smarter, not harder. He picked up a pair of boat trailer keel rollers, and welded up a platform with a pin to engage the hole in his floor jack. He welded a piece of square tubing on the side, then installed a rod with a sliding, adjustable hook.

The resulting apparatus perfectly supports a wheel, and allows it to be raised and lowered, and rotated so the holes line up perfectly with the studs. No more grunting and struggling!

His tires were relatively narrow, but a quick internet search turned up lots of 12-inch-wide keel rollers, which would likely serve our purposes just fine. So if you're handy with a welder and don't like wrestling with your wheels, now you know what to do!



Sonoma Toys For Tots Drive

Story and Photos by Ron Southern

Sonoma's vintage car club, the Devils Darlins, in conjunction with the U.S. Marine Corps Reserve, held their annual Toys for Tots charity event again this year, with a Covid twist that included an initial cruise around our beautiful valley. Queuing up in front of Eldridge's now-empty and unused Sonoma Developmental Center were 50-plus rides of all types, colors and vintages including such diverse entries as a Bugeye sprite (I had a red '59), a Lancia Fulvia Sport Zagato 1300 and a CHP cruiser/flashing lights escort. Tom Leonard's freshly/finally painted '72 Pantera and my '73 Panterawere joined by our friend Bruce's beautiful blue Cobra replica for the event.

Our route first cruised north through the bucolic/sleepy town of Glen Ellen (both stop signs) to highway 12, then



Event flyer: check. Toys: check. Hat: check. And sadly, mask: check



Bugeye Sprites used to be relatively common, but Lancia Fulvia 1300 Sport Zagato coupes were never sold in the USA, so are as rare as rocking horse droppings here now!

turned south for the five-mile drive through the Valley of the Moon with its many wineries and vineyards, then to Boyes Hot Springs. Snaking, rumbling and continuing our way into downtown Sonoma, we then circled the famous plaza, which was crowded with alfresco



Tom Leonard's recently resurrected Pantera leads a parade of Ford-powered muscle, including Ron Southern's Pantera, a Cobra replica, and a Ford Ranchero



The cruise ended in “enemy territory”, the parking lot of Silveira Chevrolet, the co-sponsors of the event

dining areas and tables and chairs instead of curbside parking spaces, before arriving at our final destination, the nearby parking lot of Silveira Chevrolet. They were the co-sponsor of the event, and incidentally they are now the only new car dealership in the Sonoma valley.

Required equipment for the event included the omnipresent mask and a passenger seat full of toys (in my case, Hot Wheels) to add to Santa’s sleigh/pick up truck. Tom’s gift was a radio-controlled 2006 Ford GT for some really happy kid’s Christmas this year.

We all enjoyed the opportunity to cruise, relieve some Covid boredom, show a little blue oval in bow tie territory and we were all glad for the opportunity to help out a good cause.

Have some great holidays and stay safe out there!



Hidden behind this hot rod truck is a Muntz Jet! These were incredibly expensive personal luxury cars made from 1949-1954. Only 198 were ever built.



The real reason for the event—Toys for Tots was founded by a Marine Corps Reservist in 1947, and as of 2016 had collected and distributed 512 million toys



Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120



NEXT CLUB MEETING

Your Guess Is As Good As Mine, 2020
7:30 P.M.

HOLDER'S COUNTRY INN
998 S. De Anza Blvd, San Jose

UPCOMING CLUB EVENTS

All Upcoming Events Postponed Indefinitely....

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH