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**Volume 23**

**Issue 6**

**June 1996**

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## Minutes of Meeting 30 May, 1996

The meeting was called to order by the president at 8:25 p.m., after waiting and waiting for the errant club secretary, who somehow forgot that meetings were held on the last Thursday of the month and therefore stayed home (duh!). Judy DeRyke luckily remembered to bring her computer to take the minutes. Several officers were initially missing, since Bill was vacationing in Spain and Sharon was out sick, and Kathy arrived late. According to the sign-in sheet there were 27 people in the room and 6 Panteras in the parking lot.

**New Members/Guests:** John Parnell introduced himself; he's a non-club-member who has a stock 72 Pantera L for sale. Look for his flyer elsewhere in the newsletter.

**Changes to Last Month's Minutes:** Brian said it had been reported that he hauled the goodies

from Vegas in his Cyclone, when of course it's really a Typhoon!

**Club Library Report:** Filling in for the absent librarian, Howard reported that he had the club library in the trunk of his car, as usual.

**Club Store Report:** As Bill was absent, the report was brief. Before his departure, he reported to Michael that the club experienced record sales in Vegas this year, and he promised full details next month.

### **Past Events:**

**Pacific Coast Dream Machines:** Lee Scales reported that this year's show (which unfortunately conflicts with the Las Vegas event) was the largest ever, with quite a few airplanes and record crowds. Richard Traxler (a regular at this event) was the only other Pantera present at the show.

**POCA Fun Rally in Las Vegas:** Fortunately, no PCNC members experienced any mechanical trauma (other than at the racetrack) and nobody received any unwanted attention from any law enforcement agencies, either. Charlie Puckett became extremely intimate with Gary Hall at the racetrack resulting in a little bent sheetmetal but no hard feelings. He had an exciting weekend, as his Bronco and race car trailer decided to swap ends during the drive to Vegas as well! Howard Renshaw, Ellis Woumm and Tony Harvey had the tremendous duties of escorting the two Miss Panteras during the weekend, and it was noted that they were all extremely attentive. Howard thanked Shari for setting up the dinner at the Excalibur, which went quite smoothly.

Michael reported that he attended the Thunderbird tour with Sharon (thanks to the loan of a ticket), and was very impressed; he stated that it was a tour not to be missed. He told about the method used to clean the hangar floor every day (personnel sliding around on their butts while sitting on rags!). They have a perfect record of never having to cancel a show due to a mechanical malfunction.

The Mt. Charleston breakfast run participants encountered draconian law enforcement reminiscent of a third-world country, as their parking lot was barricaded, and sheriffs took down every licence plate and generally harassed everyone. Apparently some residents on the hill had complained about something or other.

The folks in charge of the new Fremont Street area were very appreciative of the Pantera display, and fortunately were understanding when Judy drove her Z-28 onto their mall to pick up Dick Guldstrand's injured wife for a hospital run! Discussion is under way regarding the possibility of having cars on display under lights at night next year.

Michael discussed the main topics at the President's meeting. After much discussion and debate, the POCA board finally decided that vendors would not be permitted to sell wares during the event proper, although they are encouraged to display in the racetrack parking lot during the open track event. This is principally to avoid competition with the POCA and chapter stores for customer dollars (the event runs at a loss each year, made up only by the profits of the POCA store). Apparently TPOC is not going to sponsor the time trials next year (although they supposedly made a fair profit this year), and there was a brief rumor that our chapter (in the person of

Ed Kornegay) would take it over. Our chapter is a strong one, but whether we can take on the financial burden such as this is highly debatable, and Ed himself is lukewarm to the idea.

The winners of the POCA Monterey Raffle could not be present at the meeting, but Michael had a certificate to present to them. Mike Harper reported their absence was due to the fact that they were having a new engine put in their truck. Needless to say, this resulted in much harassment of Mike (who reportedly still hasn't touched his blown Pantera engine). Among the luminaries attending the Monterey event are Bob Reid from New York and Kent Snyder, and long-time expatriate PCNC member and all-around good guy Dennis Antenucci will be there as well.

**Settimana Italiana (International Pantera Gathering in Italy):** Several of the folks who attended this event reported on the goings-on, and photos were passed around throughout the course of the evening. Look for a full report elsewhere in this newsletter (or the next one). Since he wasn't there to defend himself, quite a bit of time was spent razzing Mike Drew, who spent a considerable percentage of his time in Italy vainly chasing after the beautiful daughter of TPOC members Don and Freddie Peak!

### **Upcoming Events:**

**PCNC Membership Drive/Swim Party — 22 June:** Michael Harper has organized a drive which will wind from one inactive PCNC member's home to the next, hopefully enticing them to join our caravan, which will wind up at the home of Peter and Rosemarie Herke for a gigantic barbecue and swim party. Note: This will not be a sneak attack—everyone knows we're coming! See the flyer elsewhere for all the details.

**Brentwood Corn Fest Car Show — 21 July:** PCNC member Dick Allen is the driving force behind this show, which has grown in attendance in each of its three previous years. This is traditionally a great event, but space is limited to only 120 entries. Look for the flyer elsewhere in this newsletter for all the details.

**Monterey Historics — 15-18 August:** Ellis announced that he has spoken with San Diego Panteras president Bill Hohnhorst, and the two chapters will be working together to organize a giant Pantera buffet dinner. A sign-up sheet for the dinner was handed around, but there is still room; contact Ellis if you're interested. Most of the rooms have sold out by now, so at least financially we're assured of the event's success.

**Blast On The Grass Car Show — 25 August:** Mike Coffel has been instrumental in getting the Pantera as a featured marque of this car show which will be held at the Santa Rosa County Fairgrounds. There will be a caravan of cars leaving from the South Bay area, with more details to be announced next month. Look for the flyer elsewhere in this newsletter.

**Sports Car Olympics — 31 Aug-2 September:** There's no indication that SCO was discussed at the meeting, but as most of you know, this highly unique event is a real blast. Watch for more information and a flyer in the next newsletter.

**PCNC Open Track at Thunder Hill — 28 September:** Although the intent is to provide an opportunity for us to exercise our Panteras, the event will be open to any car. At the end of the day, one track session will be set aside for spouses to get in and try driving the track with no

extra charge. Watch this space for more details in upcoming months.

On a related note, 26 June will be the second round for the informal Pantera drag races (held during the Sears Point grudge matches) for a nominal fee of only \$15. Peter Beckham is reportedly going after Don Wild's best time. Ken Levin mentioned that his glovebox still contains his particularly noteworthy time slip from many years ago, when both he and his Pantera were considerably younger!

**PCNC Christmas Party — 6 December:** Ellis reported that our event will likely be the last event at the Alameda Naval Air Station's Officer's Club, since the base is being closed down. There are plenty of parking spaces for RV's and plenty of room at the local inn should folks desire overnight accommodations.

### **Club Business:**

**Guldstrand Expenses Covered:** Ed Kornegay paid out of his pocket for Dick Guldstrand and his wife to come to Las Vegas so he could be our guest speaker, expecting this to be reimbursed by POCA. Unfortunately for Ed, POCA guidelines specifically prohibit the club from making such an offer, leaving him holding the bag. Larry Stock and the Pantera Parts Connection had already volunteered to pick up half the expenses. Michael proposed that PCNC pay the other half as a gesture of goodwill, and the motion passed unanimously.

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

**Dyno Day Defunct:** The rumor that Charlie Rockwell, our favorite dyno-tuner, is out of business has been confirmed. Charlie has always had a 'real' job as an engineer, and his second job of running a dyno was just too time-consuming (not to mention expensive; he blew up his chassis dyno with too-powerful cars on a fairly regular basis). The last dyno day was really the last one unless we can find somebody else who likes to listen to our engines and choke on exhaust fumes!

**PCNC 'Loaner' Motor?:** Some of the tech gurus in the club have proposed a series of tech sessions in which a more-or-less stock 351C engine will be rebuilt using extra parts currently owned by various club members. Not only will this be an opportunity for club members to gain an education as to the ins and outs of motor-building, but when the engine is complete, it will then be available as a 'loaner' motor for PCNC members who are temporarily down on their luck, engine-wise. The idea met with positive response; a tentative start date will be announced at the next meeting.

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

Guara T-Shirt in Bigua Bag — Michael Harper  
PPC T-Shirt — Anita Kuehne  
Cheesecake Postcard from Florida (?) — Anita Kuehne  
Pantera Key Fob — Jack DeRyke

The meeting then adjourned to the parking lot for kicking of tires and telling of lies...

# NEXT CLUB MEETING

THURSDAY, JUNE 27, 1996  
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

June 22 ————— PCNC Membership Drive/Swim Party (Michael Harper)

July 21 ————— Brentwood Corn Fest Car Show (Dick Allen)

August 15-18 ————— Monterey Historic Automobile Races (Ellis Woummn)

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

# Checkered Flag Racing at Thunder Hill

by Michael Harper

*Editor's Note: This article was scheduled to run many months ago, but was held up due to a lack of suitable photographs to accompany it. No such photographs were ever forthcoming, so the article is now running as-is. Remember to brink those Kodaks, people!*

Checkered Flag Racing held their first track event at the recently-opened Thunder Hill Raceway near Willows, California last fall on Saturday, September 17th. For those of you who were in the area but didn't participate, you missed a great opportunity to have some real fun.

Ed Kornegay and Peter Beckam are the driving force behind Checkered Flag, and they made a valiant effort to recruit new members during the preceding months but for some reason were not able to get a large number of Pantera owners to participate. Maybe some of you get a little nervous when it comes to running your Pantera on a racetrack (where the rubber really meets the road). Nevertheless, we did have five Panteras show up along with about nine or ten other cars. Everything from pick-up trucks to Lamborghinis and even a couple of Thunderbird rental cars were out there. We were also treated to a nice track display of a recently-restored Lotus SCCA Formula Ford which Scott Dernek of Virtuoso Performance was dialing in for the owner.

The event started out with an early-morning driver's meeting and training class which was mandatory, and rightly so. Scott was instrumental in getting us the track at a reduced rate, and he acted as both driving instructor and safety marshal. The event then went off without a hitch. The weather was quite nice during the first hour or so after the driver's meeting, but by 10:00 a.m. it was beginning to get real toasty out in the sun. The track had just been resealed two weeks prior and looked really smooth, but lots of pieces of track found their way into the fenderwells of the cars. There was no way to discern a driving line around the track until you were sliding around the corners, collecting chunks of sealant. Then you knew you had taken the wrong line!

At about 9:30 the first of two groups took to the track with their engines thumpin', and all seemed quite eager to see what their cars would do on the big 2.2 mile road course. For sure, some had not come to push their cars so much as push themselves during each 30-minute session. It's not likely that anyone was able to take their car to the limit but some certainly seemed to try.

Take Ed for instance. His Pantera has been undergoing restoration for quite some time, so he reported to the track in his more-or-less stock Mazda Miata. Although he didn't want to admit to his obvious driving ability, I think his Miata was being pushed to its limit, and then some. I certainly found out how capable Ed was because I had my chance to ride with

him on my very first racetrack experience. Whew! I didn't realize how much fun and exhilaration could be had with just an ordinary street car. (That's just a polite way of saying, "@#\*&\$#! Whu-did-I get myself into this situation for?!" Well, I survived in what came to be the fastest car of the day. Ed's fastest lap was a 1:37, three seconds faster than the next closest car. There's certainly something to be said for the Miata's light weight and nimble handling characteristics, but there's no doubt this man will be a real demon when he gets a Pantera under his right foot!

During the rest of the day each group was able to complete 7 to 8 session of 30 minutes each, which is an extraordinary amount of track time for one day. A very dedicated and attractive group of sun worshippers were keeping track of the individual lap times. Unfortunately there were a couple of DNF's during the day, but none due to any track incidents or 'paint mixing' sessions. Of the five Pantera that ran, three of them discovered mechanical gremlins to one degree or another, although all made it home under their own power.

Peter Beckham quickly captured the fastest lap for a Pantera at 1:40 but soon after his car had to be black-flagged and called into the pits due to a high-speed oscillation in his right front wheel that was visible to the naked eye as he burned down the front straight. Turns out the bushing was worn on his steering rack, allowing the wheel to wobble violently at speed. Yikes! Fortunately, it's a \$25 fix, but his frustration was evident.

Joel Gust kept going until late in the day, and he had recorded a best lap time of 1:42, but eventually his master cylinder decided it had enough of this foolishness and wasn't going to be forced into any sudden decisions "like stopping the dang car!" in turn 9. It just so happened that I was in the passenger seat at the time when Joel became a bit anxious while approaching the beginning of the hairpin. My initial thought was that he was just attempting to dive deeper into the turn before braking. WRONG! There's an indescribable feeling of...aaAHHH! that always comes upon you when that happens. Anyway, Joel made the turn and pulled into the pits to discover that his brake fluid was almost boiling.

Our resident Navy pilot, Ellis Woumm, wasn't our Top Gun. His best time of 1:46 was shot down by both Joel and Jim McDonald. He decided to call it quits early when his beautiful black '72 Pantera 'choked on a bone' and wasn't

able to deliver enough fuel to the carburetor (due to a clogged fuel filter). This was his first open track, and he predicts he'll be down to at least 1:39 next year!

Jim McDonald was the second-fastest Pantera with a time of 1:43, and Jim also received the 'Iron Man' award for putting in over five hours on the track in his Pantera! This was Jim's first open track weekend. Modifications to his car (including Wilwood brakes) and plenty of instruction enabled him to pull within one second of Joel, who had much more experience. Jim will be getting plenty of track time, since he just purchased a Formula Ford and will be attending the Russell Racing School next year.

Nancy Haney pushed her more-or-less stock Pantera to 1:53, well off the established Pantera pace. Her car was fitted with Wilwood calipers squeezing stock discs, and she was very unhappy with their performance; one turn she'd have tons of brakes, and the next turn, almost nothing. A thorough bleeding will hopefully let her drive the car to its potential next year.

Eric Belter left his Pantera at home, but drove a stock Ford Thunderbird (courtesy of Hertz!) at 1:43, right in there with the Panteras! Clearly the time he's spent racing carts has paid off. When he switches to his Pantera next year his times will surely drop down into the 1:30's.

To round out the rest of the field, Charlie Puckett had his

'bone-jarring' 5.0 Mustang race car without any mufflers which ran pretty fast at 1:42 until the heat started to take its toll. His Pantera was still at home, minus an engine (since he blew it up in Las Vegas last year). Other honorable mentions include a Porsche 928, a late-model Mazda RX-7 Turbo, a Plymouth Neon with slicks, a four-point cage and some *really* neon headlights, three pick-up trucks, a Mitsubishi Starion and of course Scott's '86 Lamborghini Jalpa which I also had the privilege of riding in.

Maybe that wasn't such a privilege as much as it was a stupid death-defying stunt. Scott had been speaking about his throttle cable sticking during a previous session and wasn't quite sure of the car's reliability on the track but I convinced him to take me out anyway. As some of you may soon see on video, the Lambo's throttle cable did stick and sent us into a full spin at about 50 mph on turn three which has a negative camber. Another ...aaAHHH! and we came spinning to a stop off the course facing three oncoming cars (one with the video camera attached if you think I'm lying!), and let's just say...it's a coming attraction of "*Ed's collection of close calls with the club*" videos.

Overall, the event was a real success and the day ended with quite a few exhausted but thoroughly satisfied drivers, all of whom I'm sure will be looking forward to the next Checkered Flag open track event scheduled for September, 1996. They'll all need the time to clean the asphalt sealant off the underside of their cars!