
Volume 23

Issue 7

July 1996

PRESIDENT

Michael Fertitta
34943 Kinglet Court
Union City, CA 94587
(510) 489-5705
perfectcpy@aol.com

VICE PRESIDENT

Howard Renshaw
480 Dale Road
Martinez, CA 94553
(510) 372-7021

TREASURER

Bill Santos
948 Olympus Ct.
Sunnyvale, CA 94087
(408) 732-6468
bill.santos@pgtp.varian.com

NEWSLETTER EDITOR

Capt Mike Drew
150 Westgate Dr.
San Francisco, CA 94127
(415) 334-7860
MikeLDrew@aol.com

**MEMBERSHIP
COORDINATOR**

Russ Britschgi
1618 Sparkling Way
San Jose, CA 95125
(408) 266-2055

**EVENTS
COORDINATOR**

Kathy Hills
445 Hale St.
Palo Alto, CA 94301
(415) 323-9409

RAFFLE CHAIRMAN

Larry Stock
42 Starlite Court
Mountain View, CA 94043
(415) 964-1531

NAME BADGES

Doris Britschgi
1618 Sparkling Way
San Jose, CA 95125
(408) 266-2055

LIBRARIAN

Sharon Renshaw
480 Dale Road
Martinez, CA 94553
(510) 372-7021

Minutes of Meeting 27 June, 1996

The meeting was called to order by the president at 8:20 due to the late arrival of a few dinners. All officers were present except Kathy Hills. The crowd welcomed Mike Drew, back for his first meeting since last October. According to the sign-in roster, there were 5 Panteras in the parking lot and 35 members in the room.

New Members/Guests: Michael Fertitta introduced **Candace Lang** to the crowd. This lucky lady was the winner of the Monterey Historic Races Raffle. She and her Significant Other aren't Car People, strictly speaking (she works with Michael Harper and he strong-armed her into buying a ticket), but she said they were excited about going to the event. Who knows, if they go to the auction they might wind up driving home in something exotic!

The Harpers came in to the meeting a little late, and Michael introduced his mother to the crowd, who was in town to attend a family reunion. No word on whether she is in the market for a Pantera, however.

Changes to Last Month's Minutes: The Thunder Hill open track date had incorrectly been reported as the 28th of September, when it is in fact the 29th. The plan is for people to arrive at the hotel the evening of the 28th to go to dinner, and then get an early start on the 29th. Also, the Blast in the Grass show is being put on by the Sonoma County Mustang Club, and will be held at the Petaluma Fairground, not Santa Rosa.

Club Library Report: As usual, Sharon reported the Library was in the trunk of their Pantera.

Club Store Report: Bill was happy to report that sales at Vegas were brisk, and we had our best year ever! Once again, somehow we wound up with more money in the till than should have been there, given the merchandise we sold. For whatever reason, we cleared an extra fifty bucks or so, which is a nice bonus.

To help bail out POCA (who had in turn bailed out the Swedish DeTomaso Club when they got stuck for the price of the luncheon at the factory in Italy), after a quick PCNC board meeting at the Herke manor, Bill purchased 50 DeTomaso pins from POCA to sell through our club store. They're now available for \$10.

Bill also showed off a poster-sized photo of the *new* Fremont street display, which he has available now for \$26.

Another new club store item is DeTomaso valve stem logo caps in red instead of blue. He also has wheel center emblems in red, and he has a deal for you—both the emblems and the valve stem caps for only \$34.

Past Events:

PCNC "Membership Drive": Michael Harper stood up and thanked everybody who participated in this first-time event. He especially thanked Peter and Rosemarie Herke for opening up their home to us. After running this first one, he's come up with some new ideas for future iterations of this event, including being slightly less ambitious with the timetable!

Michael briefly gave an overview of the drive, which predictably featured a small mechanical problem or two, all of them occurring to Tony Harvey! Overall, everyone had a great time, and although the numbers of participants swelled and diminished throughout the day, at least 50 club members were present at one point or another. Look for the full report on this event elsewhere in this newsletter.

Doris Britschgi commented that Michael had done an outstanding job putting the event together, for which he was rewarded with a well-deserved round of applause.

Upcoming Events:

Sharp Housewarming and Unpacking Party — 13 July: Roger announced that they had been run out of their old neighborhood by the neighbors, so they bought a new house that doesn't

have any neighbors. They'll be having an all-day get-together at their new home south of San Jose. He said he could probably fit 50 Panteras on his front lawn, so go ahead and bring your car. A flyer (or at least a map) should be located elsewhere in this newsletter.

Brentwood Corn Fest Car Show — 21 July: This show, put on by PCNC member Dick Allen, is back after a one-year hiatus. A flyer ran in last month's newsletter; if there's room it will be run again in this one.

PCNC Engine Building Tech Session — 21 July: If you don't feel like washing your car for the Brentwood show and want to get your hands dirty, then this is the event for you. Since many PCNC members have spare engine parts lying around, the club tech gurus have decided to stage a motor-building tech session, where those less mechanically-inclined will get to see an engine go from pieces-parts to a complete, running unit in one day. As there will be NO money spent on this project, it's expected to burn oil and not make a whole lot of horsepower, but at least it will run! If we get the thing screwed together in time, we'll be installing in Michael Harper's long-dead Pantera and he'll drive it home at the end of the day, and for that reason we'll be starting early at 8:00 a.m. Once he gets his own motor up to speed, this spare engine will then be a club 'loaner' motor for club members similarly down on their luck, engine-wise. As usual, there will be a bring-your-own-meat BBQ. Look for the flyer elsewhere in this newsletter.

Monterey Historic Races — 15-18 August: Bill reported that one room was available due to a cancellation, but it was snapped up almost immediately, so we're sold out again. We're going to be throwing a mondo BBQ in conjunction with the San Diego Pantera club on Saturday evening. The cost is \$28 for the fully-catered affair, which will be held at the hotel. The hospitality suite will be going full-blast the whole time, the pool will be open to everyone, and in general we're gonna have a blast. Be there!

Blast on the Grass Car Show in Petaluma — 25 August: Mike Coffel sent an update on this car show sponsored by the Sonoma County Mustang Club, which is featuring Panteras as the featured marque. The Checkered Flag Racing Assn. will have a display of race Panteras, and there will be quite a few street Panteras as well. Mike and Ed Kornegay will be hosting a hospitality tent for all PCNC members, featuring munchies, beverages and shade! Each Pantera that is entered will receive a goodie bag filled with 'stuff', and there is a \$5.00 discount for Panteras that pre-register.

Mike expects to see quite a few cars from the North Bay, and hopes that with the support of South Bay members he can exceed his goal of 20 Panteras on the grass. For more information, give him a call at (707) 579-1040, and see the flyer elsewhere in this issue.

Sports Car Olympics — 31 August - 2 September: Doris mentioned the Sports Car Olympics, an absolutely super event held up at Boreal Ridge ski resort in the Sierras. Despite the fact that those that attend ALWAYS have a blast, and the price is extremely reasonable, PCNC members seem to stay away in droves. Hopefully we can fix that this year! Look for the flyer elsewhere in this newsletter.

Woodside Car Show — 22 September: This car show featured the Pantera last year, and all the proceeds went to benefit the kids at Woodside High School. This year's even promises to be back even better than before, with all sorts of cars, trucks, tanks, helicopters, you name it. Watch for a flyer in next month's newsletter.

Checked Flag Open Track at Thunder Hill — 29 September: Ed Kornegay has again organized an open track event that provides for absolute maximum track time for the dollar. Like the old Brooklands slogan, this event boasts “The Right Crowd, and No Crowding.” Ed’s pitch for the event can be found elsewhere in this newsletter. Sign up early!

Pantera Show at the Great Mall in Milpitas — Date TBA: Michael Fertitta announced that he was investigating the possibility of having a Pantera show at the Great Mall. Presumably the mall would pay the club a certain fee per car, thus the event would be a fundraiser for the club. Response from the crowd was lukewarm, but a few tentative hands were raised. Michael will investigate further and get back with us.

Club Business:

PPC Coughs Up for Guldstrand: PCNC had paid for half the airfare necessary to get Dick Guldstrand as our guest speaker in Las Vegas; Larry Stock came up with the necessary buckage to finish paying Ed Kornegay back, since he bought the airline tickets with his own money. Kudos were thus offered to the Pantera Parts Connection.

DeTomaso Logo Stickers?: Roxanne Fertitta told the crowd that the post office would soon stop allowing our newsletters to be mailed with a staple holding the two halves together, and thus stickers would need to be employed. She proposed copying the style first seen on the DeTomaso candy wrappers. There was much discussion regarding the wisdom of spending money to get these stickers made when they’d simply be ripped in half as soon as the newsletter was opened. Tony proposed that ads be sold to cover the costs of the stickers. Bill proposed a second set of stickers be produced for the club store. Finally, Bill made a motion to have stickers made for the newsletter, which was soundly defeated. He made another motion to get stickers for the club store, and that motion passed.

PCNC to Take Over Las Vegas Speed Event?: The folks at TPOC are burned out on the whole racing thing, and have vowed not to run it next year. PCNC has been approached and asked to take it over. Michael turned to our resident motorsports guru, Ed Kornegay, and asked if he’d be interested. He said he’d only do it if he got lots of support from PCNC members. Michael went over some of the different track options including the estimated costs to the club, and then asked if the members would support such a venture. About a dozen people volunteered to help Ed out, although there was much discussion, fear and trepidation. Based on this response, we’ll have Ed formally crunch the numbers and prepare a definitive budget and proposal, and then the club will take a formal vote on the issue.

As an aside, Bill mentioned that our plate was getting pretty full in Las Vegas, and proposed that we ditch our Miss Pantera Responsibilities. Somebody responded that the Miss Pantera program was Howard Renshaw’s bailiwick anyway, at which point Howard’s beady little eyes lit up and he rubbed his hands together with glee. Just try to take it away from him! Go ahead, I dare you!

Panteras For Sale: Steve Mooney said hello to the crowd; he hasn’t been to a meeting in awhile. He had driven down in a friend’s ‘72 Pantera L which is for sale up in San Francisco. He pitched the car for awhile, and then Ken Levin mentioned that his ‘72 Pre-L is still for sale. Marcus Smith announced that his car is more or less sold, sort of. He’s found a buyer, the

negotiations on price are basically done, and now all that remains is to determine how to get the car back to Virginia where the new owner lives.

Marcus On The Road: Marcus then regaled the crowd with tales of his adventures driving all around the country in his *monster* 40-foot motor home. This sucker has a giganto diesel engine cranking out 1200 ft/lbs of torque and 350 horsepower. It only gets 6 mpg, but hey, you can't have everything! He's been towing his 18-foot-long 6,000 lb van behind him, for a total length of 63 feet, only two feet under the legal maximum. The motor home has so much power, while towing his van up hills he was able to easily pass similar vans travelling under their own power! His total weight is right around 43,000 lbs, so if you get in front of him, watch out! He's back in California for the summer, but will move on again in mid-September.

Caseys In Town: Robb and Claudia Casey dropped in, visiting from their new home in New Mexico. They had spent the morning at Hall Pantera, where they saw Steve Mooney's car being worked on. Robb spoke for a few minutes about the burgeoning car scene in New Mexico, and invited anyone in his neighborhood to swing on by.

Fear and Panic in Martinez: Sharon Renshaw told the crowd that she's finally decided to learn to drive a stick shift, and has been driving around with Howard in a Geo Metro. Apparently Howard's pucker factor has been fairly high, and he was sucking some serious seat cushion when she wheeled into their driveway with only a thin garage door separating her from the Pantera. Nevertheless, she's getting the hang of it, and it won't be long before she's asking for the keys to the Pantera!

Larry Buys a Lemon?: Larry had purchased a flat-bed car hauler from Mike Cook's cousin, and had dispatched Mike Drew the previous night to go pick it up in L.A. and bring it home. From there, Mike was scheduled to take it across the country, hauling two cars to the east coast, and picking up two cars (including his own Pantera) and bringing them home.

Unfortunately, when Mike went to pick up the truck, he was informed that it had 'a few problems.' Like, no brake lights, turn signals, or trailer lights. The problem was attributed to a bad turn signal switch, so he pressed on. Even more unfortunately, however, the gearbox was totally trashed too, the fuel gauge and A/C were inop, etc. etc. After a fairly adventurous drive (at one point, he found himself having to brake, double-clutch and blip the throttle while simultaneously downshift, steering and flashing the lights to simulate brake lights!), he parked the truck at the Ford truck repair facility in San Jose, where it sits to this day, eating money at a prodigious rate while it's being totally re-wired, and it's due for a transmission transplant too. Oh well, it seemed like a good deal at the time! (And it probably still is, even after the additional expenses).

Raffle Results: Amidst the chaos, Larry did the Raffle thing, with the following results:

Italian Coasters — Judy DeRyke
Pantera Keychain — Doris Britschgi
Luggage Tags — Anita Kuehne
DeTomaso Pin — Anita Kuehne
Pantera Notepad — Anita Kuehne
Guara T-shirt — Brett Santos

The meeting adjourned to the parking lot at 10:30.

Pantera Takes to the Track in NASA CHERIOT Race Series

by Ed Kornegay

I am writing this report immediately after having watched a Pantera compete in a race on TV! The show is Fast Track on the Sports Channel (Prime Sports). The program features highlights of race event held in Northern and Central California. Fast Track is broadcast to over a million homes and airs at 6:30 p.m. on Saturday. Okay, so it wasn't ESPN, or even ESPN2, but when was the last time you saw a Pantera race on a professional road course on one of those channels?

The story started a year ago, when I read in the National Motor Sport Association (NASA) newsletter that they wanted to start an exhibition race series featuring Corvettes. NASA is second in size only to the SCCA in California. They put on a race/school weekend each month at one of several different tracks. Groups 1 through 4 are school groups, while Group 5 is the race group. A few of the members of Checkered Flag Racing Association had taken their Panteras out in the school groups. Only Charlie Puckett had moved his Pantera into the race group. The rest of our group decided against this due to their requirement of a 6-point roll cage. This left several of us wanting to race but not willing to cut up our cars to install the required cage.

The rules of the proposed Corvette exhibition race would allow passing in all corners, require a single-layer driving suit, gloves etc. The line that caught my eye was that a roll cage would *not* be required. We could finally compete with our cars without cages! To keep speeds down and keep things safe, race slicks would be il-

legal as would be aggressive passing. This seemed like the series for me.

I called the owners of NASA and explained that they probably wouldn't be able to find the necessary 20 Corvette owners to fill their grid, and attempted to convince them to open the class up to other makes of cars, cars that were valued by their owners and appreciated by the public.

As expected the Corvette series never materialized, due to a lack of cars. I continued my talks with NASA towards developing the new series. By the end of 1995, it was clear that a first race would be held. I was hoping that it would be late 1996 before the green flag would drop. My car would be ready then. NASA had other plans. They scheduled the first race for March 10th. This was to coincide with their first-ever spectator event. They felt that cars of this quality could draw a larger crowd.

Not only was the race scheduled earlier than we had hoped, but we only received six weeks notice prior to the event. Five Panteras had attended our

road race test day held in September of 1995. Of those five, none of the drivers possessed the necessary Group 4 licence required to participate in the NASA race. One of the drivers had stopped open-tracking his Pantera in favor of his Formula Atlantic car. One didn't have the cash available to adequately prepare his Pantera. Two wanted to wait and see how the first race went before committing. The fifth person was Pete Beckham who won the Pantera stock-body class in Las Vegas last year. He only needed to qualify for his licence.

Four other Pantera owners were on the track in October, two of which already had NASA group 4 licences. I had the licence, but my car couldn't be ready before October. Charlie Puckett had a Group 5 licence, but still had a blown engine from Las Vegas and had been told by NASA that if he didn't get some body work and a paint job, his car wouldn't be accepted. The Panteras of the other two owners were also being restored and would not be ready in time. This left only Pete Beckham in a posi-



tion to represent the club and the marque in the first-ever CHERIOT race.

CHERIOT is a clever acronym that stands for Classic, Historic, Exotic, and Rare Invitational Open Touring. The following excerpt is from NASA fliers promoting the race:

“You are invited to attend NASA’s new class for high-dollar cars, no junk allowed. Very friendly atmosphere with minimal safety equipment required (no roll bars needed). No body contact or over-aggressive driving will be tolerated. A gentlemen’s (and ladies) race for those seeking to drive their cars the way they were meant to be driven in a safe environment. Series will include cars such as Corvette, Porsche, Ferrari, American Muscle Cars, BMW, Mercedes-Benz, Cobra, and other fine sports cars.”

Given the short notice for the race, Pete would have only one opportunity to get his Group 4 licence. That would be at the driving school, the day prior to the race. Pete’s Pantera is in excellent shape and had no problem passing the scrutiny of the official responsible for

deciding if the car is worthy to be invited to participate (several other cars were turned away).

The day of the school we arrived bright and early. Pete chose to park next to a red NSX. By the time I arrived, the owner of the NSX had already asked Pete about the Checkered Flag Racing Association stickers on his car. After an explanation of what we were all about, he was eager to join, which was great, for now we had two cars in the race. The NSX driver was also there to get his licence so he could compete.

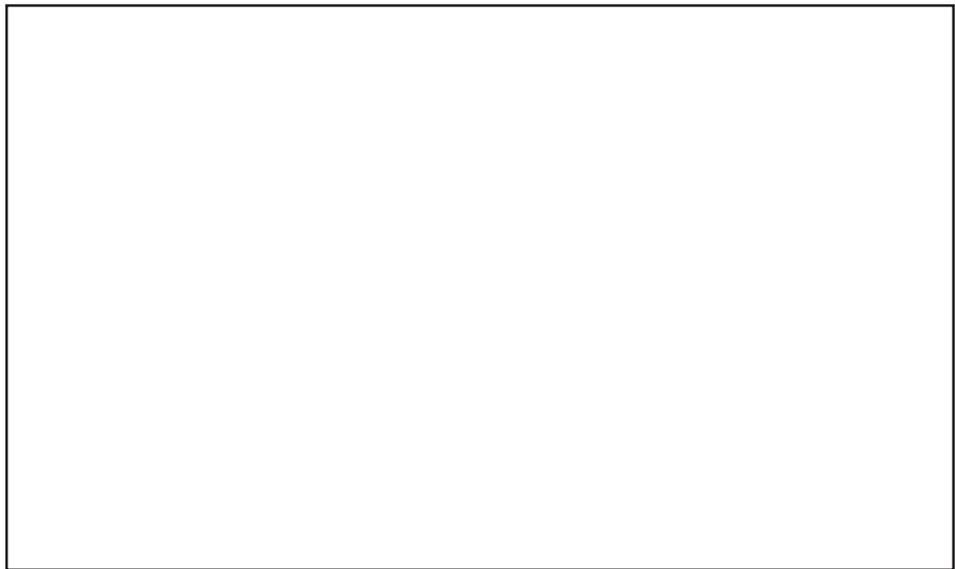
On the way to the track (driving my Mazda Miata), I had been passed by a similar NSX. Figuring that the view of the rear of a mid-engined exotic would be more entertaining than following some pickup trucks, I picked up the pace and pulled in behind him. The next ten minutes included a blast up to

100 mph on a long straight. The NSX could never get far ahead of me due to the light but consistent traffic. The driver soon tired of being dogged by a lowly Miata and started making passes across the double yellow line. One required the approaching car to almost pull off the road to avoid hitting him head-on. I soon realized this guy had more car than brains and let him go.

I enjoy rapid driving on back roads, but endangering other drivers is just stupid. I have always believed that the faster the car is driven on the street, the bigger the idiot behind the wheel. That’s why I’m always amazed when

wasn’t a good sign. By 6:00 a.m. I was on the phone to both Pete and Don. Unlike the junk that races in other series, Don and Pete had cars they didn’t want on the track unless it was dry. The forecast said it would clear up by the afternoon. Don decided to drive his NSX to the track and then decide if he would race, while Pete would leave his car at home, and if things cleared up, he could go and fetch it.

We roped off parking space in the paddock alongside turn 1. Our tents would arrive later. By 8:30 the sprinkles had stopped. The first group of cars took to the very wet track. It



you ask some Pantera owner if he takes his car to the track for some performance driving time, and he replies that he does his performance driving on the street. Either this person has never done any *true* performance driving and is therefore confusing performance driving with mere speeding, or he’s a menace who’s endangering other people’s lives. Fortunately, a check of the licence plate revealed that the guy who had just joined Checkered Flag was not the maniac I had encountered earlier in the morning.

After qualifying rides with an instructor and a few lectures on how to get more from their cars (Pete wasn’t using all of the racing surface), both received their Group 4 licences. Tomorrow would be race day!

I was awoken at 5:00 a.m. by the sound of rain hitting the roof. This

was funny and disconcerting at the same time, watching the Pro RX-7 car spinning coming into turn 1. These are among the best drivers in NASA, and all were able to avoid any contact. The Porsche group was up next, but the drivers declined their practice session due to the poor track conditions. The CHERIOT group was then called. Only about seven of the 29 cars decided to practice, with Pete and Don both choosing to stay off the track.

Other race groups took their turns on the track including the BMW’s, the Legends cars, and the Camaro/Mustang challenge cars. The constant traffic was beginning to dry out the track. Our second practice session came and the majority of the cars took to the track. Don stayed in the pits since the track was still more wet than dry. Pete took the opportunity to head home and retrieve

his Pantera.

The third and last practice session finally saw Don and Pete on the track with their cars. The track had dried considerably by this point. As discussed earlier, four different classes of cars made up the CHERIOT race. Pete and Don were competing in the exotic class, with their competition consisting of a Porsche 911 Turbo, a 911 C4 (all-wheel drive), and a Corvette ZR-1. A Viper and another NSX had failed to show.

It was clear by the times of their opponents that Pete and Don would not be coming home with any trophies. The 911's and the ZR-1 were turning 2:05 lap times while Pete and Don were

about ten seconds slower. The Corvettes running in the Classic class were even faster. I took the opportunity to inspect some of the other cars. A group of five Corvettes were parked in the same roped-off area. Their leader was

the person who first proposed the Corvette Exhibition race. Most of the cars were illegal due to race slicks and flared bodywork. The convertible cars were purely for racing. My next inspection tour was of the cars in the Exotic class. All complied with the rules and were excellent cars. The three cars did have DOT race tires, which are not only legal but a smart idea. This would account for a few seconds of their time advantage over our two cars (running on performance street tires). Our cars would need to find some more speed or hope for driver errors or mechanical failure to slow the competition.

It was finally time for pre-grid. The cars were lined up in the paddock prior to being released into the hot pits.

This gave the spectators a chance to get a good look at all the competitors. After all, this is what this series is all about. The cars are more important than the drivers. In fact, the program referred to this class as "being filled with awe-inspiring cars like the Pantera..." I liked the way that sounded! After 10 minutes the cars were again fired and left the spectator area for the hot pits.

The cars were gridded based on their expected speed. We were put in the back half of the field. One pace lap was given and then the green flag dropped. I can't provide you with stories of great dices, since I could only see about 30% of the track from my

position. The truth is that except for the very fastest cars, very little passing was done (the still-damp track probably contributed to the cautious driving). Each car probably passed or was passed by no more than two or three cars. The important thing was that Don and Pete had a great time and nobody suffered any body damage.

The highlight of the race was when the track announcer was talking about Pete's car. Commenting on the "beautiful pearl white Pantera in turn three," he said that it had been a long time since a Pantera had been seen in competition, and it was great to have one out there. The TV show later had several shots of Pete's car negotiating the track. The even gave some background of the car

and driver. Our goal was to show that Panteras are still out there that can compete on a race track. Not all Panteras have been relegated to weekend wine tours and car shows.

Unfortunately, Pete was beaten by the newer technology of the '90's. The winner of the Exotic class was the Corvette ZR-1 with a best lap of 2:02.4, second was the 911 C-4 (2:04.1), and then the 911 Turbo (2:02.4). Pete finished fourth in class (16th overall) with a time of 2:12.1, Don finished right behind Pete with a best lap of 2:12.9. The three fastest cars overall were the three race-slicked Corvettes which turned best times of 1:55.3, 1:58.2, and 1:56.1 respectively. The fastest Corvette managed to lap almost a third of the field before the 10-lap event had ended.

Of course the Corvette won the Classics class. The Historic class was won by a '66 Shelby GT-350 which turned a very respectable 2:01.9. The Rare class was won by a Saleen SSC whose best time was a

2:01.4. Of the 21 cars that started the race, only two didn't finish, a Lotus 23 and a Corvette.

The next CHERIOT event is scheduled for November, again at Sears Point. If anyone is looking for the best race environment to run a Pantera (or any special car), this is it. Where else can you actually race in a safe environment, without having to cut up your car to add a cage, and get TV coverage to boot! I hope to see several more of our members participating later this year. The Checkered Flag Racing Association is renting Thunder Hill Raceway in October for a test day, and hopefully this will give us the final push to get more Panteras into wheel-to-wheel competition!

It's Coming!

1996 Thunder Hill Test Day

by Ed Kornegay

It's now official. The 1996 Thunder Hill Test Day will be Sunday, September 29th. This is a great opportunity to work on your driving skills. Last year's price of \$250 has been reduced to \$175 for those signing up by August 1st. This is a *real* bargain! It's the cheapest track time you can find in Northern California if not the world. You won't see it at this bargain price next year—the track officials are giving us a discount because the track conditions last year were less than perfect due to its recent resurfacing.

Once again, we will have eight track sessions. All sessions except the timed session will be approximately 30 minutes. The first session will be a slow warm-up with all cars on the track. You will then be put into your appropriate run group (A, B or C) based upon various factors such as driver speed and ability. Your next three sessions will be at speed. Your fifth session will be a two-lap timed event with only four cars on the track. Your sessions six and seven will allow you to take passengers on the track at speed. Session eight is something no other club offers. We call it the 'guest driver' session. Each car is permitted but not required to have a guest driver. The primary driver must ride with the guest driver. This final session will be run under group 'C' rules (passing only allowed on the main straight). This allows you the opportunity to have a spouse or friend drive your car on the track without spending the money required to run the whole day.

We are also the only group to allow the use of a back-up car. If you have a classic car and you're not sure how many track miles you want to put on it, you can bring a back-up car. When

you're done playing with the classic, switch to the back-up car and play some more! And don't use the excuse that you don't have anything fast enough for the track. You can start in the 'C' group and go as slowly as you want. You're just there to practice your driving and have fun.

If you're interested in attending the event, give me a call and we can discuss the details. Last year was a lot of fun. In fact, every PCNC member that brought their Panteras last year has already put down a deposit for this year.

Every year, *AutoWeek* magazine predicts the championship results for the upcoming season in each of the various race series. Here is my attempt to do the same, with my predictions listed in the order of last year's finishes:

ED KORNEGAY (i.e. me) will once again return with his Miata. There is hope that his Pantera will be ready, but it's a small hope indeed. The Pantera should be in good enough shape to participate in the warm-up session, however. I'm predicting a time of 1:36. This will not be good enough to set the fast time for the event.

PETER BECKHAM will be running up front with a time of 1:34. This should be the time to beat. This will be Pete's first event since his DNF at Las Vegas speedway. Pete had his best run ever in April. He set a new club record at Sears Point with a lap of 2:12. This beat Ed's Miata record by six seconds.

CHARLIE PUCKETT should be there with his Pantera. It is soon going to Hall Pantera to get crash damage

repaired. I feel that Charlie is capable of a record 1:32, but I also feel that he will break or crash before he gets to the timed session. Charlie drives on the edge and usually pushes his equipment past the edge!

ERIC BELTER is a tough call. He rented a Thunderbird last year and was faster than half of the Panteras. Eric's time spent racing carts has sure paid off. he will have his Pantera ready for this event. I'm going to predict a 1:38.

JOEL GUST set fast time for a Pantera on DOT tires last year. I think he can do a 1:39 with new tires and brakes. If he makes no changes to his car, I predict a 1:41.

ELLIS WOUMNM had fuel filter problems last year that reduced his lap times. Ellis is predicting around 1:37. Just like any military pilot, he has a lot of confidence in his ability. I have less. I'm going to predict a 1:42.

NANCY HANEY feels she will stay at 1:53 due to a transaxle that is not working properly. I'm going to predict a 1:50 if she gets her brakes sorted out.

BOB DARE will return his Neon in favor of his Pantera. Bob seems to still need some practice, so I'll only predict a 1:51.

You now have my predictions for the event. It's up to the drivers to prove me wrong!

PCNC “Membership Drive” ‘96

by Mike Drew

The Pantera Club of Northern California is a large and active chapter of POCA, but like most POCA chapters, activities are planned and attended by a hard-core group of regulars, whose names appear again and again in the club newsletter. A significant percentage of our members are somewhat geographically remote and/or plagued with exceedingly busy schedules, and are thus unable to regularly attend club functions. For years, these people have existed on the fringes of the club, as little more than names on a mailing list.

But no more! In an effort to welcome these folks into the fold, Michael Harper decided to singlehandedly plan and execute what he called a “Membership Drive”. Since lots of people can’t come to the club, he figured he’d bring the club to them!

He started out by opening up his club phone list and letting his fingers do the walking. Any member whose name he didn’t recognize got cold-called, over 40 people when all was said and done. Michael’s proposal was that the travelling group would pop in at a member’s home for a maximum of ten minutes, just to say hello and introduce ourselves, and then hopefully that mem-

ber would join the convoy to the next destination.

Response to his proposal from these 40 people was nothing short of amazing. Virtually 100% of the people he called were receptive to the notion of a bunch of strangers in loud, funny-looking cars invading their homes for a brief period. Several people had other commitments which prevented them from participating on the chosen date, but all of them expressed interest in being included in future iterations of an event like this.

Michael had to then come up with The Plan. After selecting several especially enthusiastic members to visit, he jumped into his 4x4 (since his Pantera is *still* without benefit of engine) and performed a dry run, taking notes of the various landmarks necessary to prepare a comprehensive guidebook. Soon, all was ready.

On a sunny Saturday morning, a small group of cars (four Panteras, a Shelby, and a 300 ZX) met in the parking lot of the Coco’s restaurant where PCNC chapter meetings are held. Michael handed out giant route navigation packages, consisting of several pages of maps, course notes, phone

numbers, etc. It would theoretically be possible to navigate the entire route solo, but the hope was that we would be able to travel as a group.

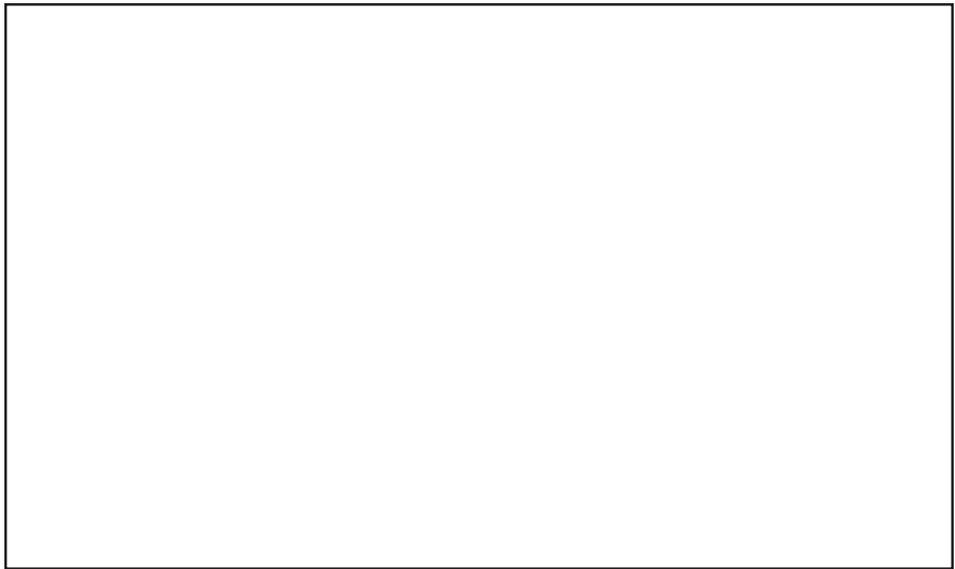
After a few minutes delay to brief a certain unnamed PCNC president who arrived late, we jumped into our cars and set off for our first destination in Hillsborough. After about 30 minutes, we exited the freeway and spotted the Pantera of Tony Harvey sitting under a tree, waiting to join the group. A few minutes later, we turned into the expansive driveway of Rich Traxler, who some of us had met at the Woodside Car Show last year.

To term Rich’s zillion-square-foot hooch as ‘impressive’ would be a serious understatement. Mere words cannot describe it. Built with his own hands, it represents a long-term labor of love. Besides the indoor-outdoor pool, fountains, etc., he had created an impressive garage area with a large shop alongside. We climbed out of our cars and spent the next few minutes checking out his Pantera, his beautiful Rolls-Royce, as well as his other Rolls (under restoration) and a barely-started ‘50’s pickup truck hot rod project he’s doing with his sons. Somebody noticed

A typical sight on a PCNC drive (left)—a Pantera moving with people power! Once Tony limped to Charlie’s place, repairs were effected quickly (top right). After everyone cleaned up, a group photo was taken (bottom right), presentations were made, then we headed off again, finally arriving in time to enjoy a spectacular barbecue at the home of Peter and Rosemarie Herke (following page).

a gas pump over in the corner of the driveway, and sure enough, Rich is the only guy in the club with his own private gas supply! Two 1,000 gallon tanks of The Good Stuff reside under the pavement!

A small presentation was made, where Michael expressed the club's gratitude to Rich for opening up his home to us, and then Michael handed him some PCNC beer mugs, luggage tags and a certificate of appreciation. After posing for a group photo, we then scrambled for our cars again. Our departure was delayed by



executed by Gary Hall, and several minutes were spent admiring this heretofore unseen car. Another presentation was made, and then the group (including Jay) saddled up.

We had now grown to eight Panteras strong, and a Harley had joined in the bunch as well. We rumbled towards Steve Underwood's place in Petaluma. Some of us got there ahead of the rest, only to discover that Steve had grown impatient and had left his house, headed to our next destination! With much frantic waving of arms, the convoy got stopped in a mall parking lot, then turned around and

pressed on towards Charlie Puckett's place.

the discovery that Tony had peeled the inner lip of his front fender out while negotiating Rich's steep driveway, and the sharp edge was now poised menacingly above his front tire. Fortunately Rich has a live-in mechanic who quickly produced a broomstick, and a little impromptu bodywork was performed on the spot. Tony now has rolled fenderwells!

Soon we were back underway, driving up to San Francisco, where our convoy was joined by Jason Teplitsky, the Mad Russian in his Pantera. To avoid the hassle of city traffic, our route took us on the coast road known as the Great Highway. This was traditionally the major drag strip in San Francisco, as it runs ribbon-straight for several miles with no cross streets. Panty-waist

city planners stopped the fun by installing traffic lights every quarter mile or so, timed to keep traffic moving at a reasonable 35 mph or so. Jason was feeling his oats, however, and blazed through several of these lights at speeds easily double those our City Fathers had envisioned!

After a brief stop at the Golden Gate Bridge to regroup, we pressed on to Greenbrae and the home of Jay Leone. When we arrived, we found Michael Coffel and his pushbutton '71 Pantera (the featured car in this year's Las Vegas ballroom display) parked out front along with Peter Beckam and his '73 Pantera. We all parked, then introduced ourselves to Jay, who had never met any other club members. Jay has a beautiful pearl white GT5 conversion

pressed on towards Charlie Puckett's place.

As we exited the freeway, Tony Harvey ran into troubles again. His clutch throw-out arm (the doofer on the transaxle which translates the in-and-out motion of the slave cylinder into rotational motion to disengage the clutch) had broken again (it had been welded in the parking lot of the Union Plaza several months ago!). Tony thus found himself without benefit of clutch.

After a brief session pushing his car into an appropriate location, we concocted a plan. As we were only a few block's from Charlie's house, Tony could limp there in first gear where we'd effect repairs. The convoy got started up, and after a bit of drama at a busy stop sign, we rolled into Charlie's

cul-de-sac.

His completely gutted and still-smashed-up Pantera racer was positioned on a trailer in front of his house. Tony pulled his Pantera alongside, the hoods flew up, and soon another impromptu tech session was underway! Charlie graciously volunteered his clutch arm to the cause, and a half-hour later Tony was back in business. Meanwhile, our group had grown even larger, with three more Panteras present, including the European '73 of Clayton Engstrom. Ed Kornegay and Eric Belter

had joined the bunch as well, and there were now about 30 people milling about. Most people were shocked to find a fully-equipped two-story high garage with a lift located right alongside the house, for it's all but invisible from the street, even though it's in plain sight—it's cleverly disguised as just part of the house. Needless to say, more than a few of us had glazed eyes at the thought of installing a similar setup alongside our own homes...

Our proposed 20-minute stop stretched out to more than an hour due to the repairs under way, but truthfully nobody minded, since we'd driven almost 100 miles from our starting location by this point.

After the presentations were made, we were destined for the home of Doug Morgan in Napa. However, when Michael called to let him know we were on our way, he discovered that Doug wasn't home. Well, we were way behind schedule anyway. So it was off to Pleasanton and the home of Mike and Susanne DeFazio; however, some of the

members who lived up in the northern part of the Bay Area peeled off and headed home.

After a drive of more than an hour, *most* of us pulled up to the DeFazio home. Because of the long duration of the drive, and the fact that some people like to drive faster than others, our group had become separated. There was one tiny error on the route instructions, commanding a right turn instead of a left, and thus the back half of the group wound up in the middle of nowhere. Rather than try to sort out the problem, they elected to head straight for the finish line.

Mike had put his absolutely gorgeous Pantera showcar on display in his driveway, and we spent a few minutes oohing and aahing. He started it up for us and drove it back inside, and we determined that he must have very understanding neighbors, for his mufflers are seemingly nothing but a clever hoax—the car sounds like it has no mufflers at all!

Eventually, about two hours later

than scheduled, we rolled up to the final stop on our tour, the home of Peter and Rosemarie Herke, anxious to dig in to the barbecue. Quite a few folks had skipped the drive and had simply rolled out of bed late in the morning and proceeded directly to the barbecue, and thus there were about 10 Panteras gathered in front of the house, as well as numerous Brand X cars.

Peter and Rosemarie had pulled out all the stops, and the 40 or so folks present enjoyed a sumptuous feast while several kids (and our president, who fits in well with them too) splashed about in the pool.

Everyone agreed that Michael Harper had done a magnificent job organizing this rolling party, and the Herke's were wonderful hosts, opening their home to this mob of people only one day before placing it on the market. The response of both the drivers and the members we visited was overwhelmingly positive, and it seems certain that we'll be conducting an event of this type again in the future!

NEXT CLUB MEETING

THURSDAY, JULY 25, 1996
8:00 P.M.

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

UPCOMING CLUB EVENTS

- July 13 ————— Sharp Moving-In Party (Roger Sharp)
- July 21 ————— Brentwood Corn Fest Car Show (Dick Allen)
- July 21 ————— PCNC Engine-Building Tech Session (Larry Stock)
- August 15-18 ————— Monterey Historic Races (Ellis Woumm)

REMINDER — NEWSLETTER ARTICLES DUE BY 15TH OF EACH MONTH

It's the PCNC Engine-Building Tech Session!

(Or, Everything You Ever Wanted to Know About Engines But Were Afraid To Ask)

Sunday, 21 July at 8:00 a.m.

Hey, you! Have you always wondered just exactly what made your Pantera go (or *not* go, as the case may be), but just never got the opportunity to find out firsthand? When everybody else signed up for high school auto shop, did your mom make you take music appreciation? Can you tell a crankshaft from a camshaft? When somebody says "distributor", do you immediately think, "Amway"?

Well, then this event is for you! On Sunday, 21 July, the PCNC Tech Gurus will be gathering at the Pantera Parts Connection shop in Mountain View. Several club members are donating extra engine components, and between them we have the makings of a more-or-less stock Cleveland. Starting bright and early at **8:00 a.m.**, these components will be assembled in a academic environment so that everyone can benefit from the experience and wisdom of our more technically-oriented members, and the resulting engine will be the PCNC 'loaner' engine for members who suddenly and without warning find themselves without benefit of motor.

Once the engine is assembled, we will then be installing it in Michael Harper's Group 4 Pantera, where it will remain until he gets his own motor fixed (or until some other hapless soul blows his engine!).

In traditional PCNC fashion, there will be a BBQ grill going full-blast, and giant coolers filled with ice-cold beverages. Bring your own meat to grill and a side dish to share, throw a six-pack on the ice, and get ready to get your hands dirty and have some fun!

(As an added feature, this event will also mark the Official Unveiling of Mike Drew's almost-finished Pantera, which will be running, under its own power, and right there on the premises!)

DIRECTIONS: Larry's shop is located right off Highway 101 in Mountain View, just south of Highway 85 and across the freeway from Moffet Air Field. Find your way to 101 and take the Ellis St. Exit. Turn West on Ellis St. (away from the airfield), and *immediately* turn right onto the frontage road that parallels the freeway, heading north. Take the first street on the left (National Ave) and proceed halfway down the block to **645 National Avenue**, a large, nondescript industrial building. There's a sign at the top that says "Polymir Plastics Company", and a small DeTomaso sign in the front window. Drive around in back of the building and come on in!

Remember, this event starts bright and early at **8:00 a.m. sharp!** For more information, call Larry at (415) 968-2212.