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**Volume 24**

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**December 1997**

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## Minutes of Meeting 20 November, 1997

The meeting was called to order by vice-president Fertitta shortly after 8:00 p.m. All officers were present except for president Woumm and Events coordinator Harvey. Although the sign-in roster showed 29 people and only four Panteras, there were probably a few more than that present.

**New Members/Guests:** A new, happy face in the crowd was that of **Michael Conwell** who recently purchased his '72 Pre-L Pantera in Marin from a non-member. He didn't know the serial number off-hand, but told us it has white stripes. (*I think it's blue but I forgot to write that detail down! ed.*) He told the crowd that other obligations would prevent him from attending meetings until April, but after that he intends to be extremely active!

Also in the crowd was **Curt Toumanian**. That name didn't ring many bells, but once he told us his e-mail 'handle' (1to9MPG) suddenly there was recognition from everyone in the room fortunate enough to be on Shane Ingate's e-mail forum. Curt is a regular contributor, and lives in Temucula, in the high desert outside of Los Angeles. He was in Northern California on business, and stayed an extra day so he could attend our club meeting, since he missed the Foothill chapter meeting the night before! He had his video camera with him, and had filmed Mike picking up his 427 Cobra from the shop; he also had video of the recent Willow Springs track event.

**Changes to Last Month's Minutes:** Nobody got the joke about misspelling the word 'typo' last month!

### **New Business:**

**Bylaws Change:** For those of you who didn't notice, a motion was put forth to amend the club bylaws to split off the jobs of treasurer and club store administrator. The changed text was printed in last month's newsletter, and was voted on by the assembled members. The motion passed overwhelmingly. Next month, we get to watch them fight to see who gets his/her name on the newsletter's masthead!

**Honorary Membership For The Stocks:** Long-time members Larry and Shari stock have thrown their support behind the fledgling Reno-Tahoe Panteras chapter of POCA, since they now live in Carson City (in fact, Shari is the vice-president of the club.) Nevertheless, in light of their continued support of PCNC, a motion was put forth to make them honorary members of PCNC. This would, among other things, allow them to continue receiving our newsletter. The motion passed unanimously.

**PCNC Charity Contribution:** Each year PCNC has donated a percentage of our club store proceeds to charitable organizations. Historically, these contributions have been made to organizations which have touched the lives of club members in the prior year. In light of the recent health problems suffered by a fair number of club members, a proposal was put forth and quickly approved to donate \$400 to the American Cancer Society.

**Club Officer Elections:** This year, for the first time, all nominees were running unopposed. Instead of holding a formal election, Vice-President Fertitta made a motion that the officers be elected by acclamation. The motion passed unanimously (very agreeable bunch, aren't we?)

**Club Library Report:** This was supposed to take place before discussion of new business, but the meeting got a bit confused. Sharon reported she had received one donation, from Rich Agiorni. Rich spoke up and told everyone that he'd found a videotape of PCNC members running around the old Laguna Seca track at a joint Pantera/Shelby track event from 1983!

**Club Store Report:** Bill's report had also been delayed by the mixed-up schedule. He didn't have any new products to display, but he brought a nice supply of stocking-stuffers for people to buy for the upcoming Christmas holiday.

### **Past Events:**

**PCNC Tech Session At The Sharps:** Pam gave a brief synopsis of this event, which despite

the lateness in the season was as successful as the three previous events. Russ counted 16 Panteras present and worked on, plus another four or five brand-X cars. The club tech gurus helped out the new guys, and several minor problems were diagnosed and fixed. Tony Harvey changed all his top-end gaskets, and at the end of the day Roger and Jim did a little informal 'blacksmithing' on Mike Drew's Shelby parking brake mechanism! There was plenty of activity going on all around, with cars going up and down on the lift all day long. The food was plentiful as well, and a great time was had by all.

### **Upcoming Events:**

**World Of Motorsports Show — 2 January:** Traditionally, PCNC members attend this show as a result of some last-minute scrambling by one or two members who simply phone everyone and invite them to come. This year, we're trying to be a bit more proactive, and are formally creating a club event ahead of time. The gang will gather at the Santa Clara County Fairgrounds at 6:00 p.m. (give or take) on Friday, 2 January. After touring the show, we'll all retire to the Pepper Mill for drinks and a late dinner. See the flyer elsewhere in this newsletter for all the details.

**PCNC Superbowl Party — 25 January:** Brian Bernard has agreed to open up his spectacular home to us once again, and we'll be able to watch the super bowl in style on his 6x8 foot home theater movie screen! Since Brian also has a lift, don't be surprised if a tech session breaks out too! See the map elsewhere in this newsletter for directions. Standard club ROE (Rules of Engagement) apply—bring your own meat to BBQ and a side dish to share. If your car's broke, bring the necessary parts and prepare to get down and dirty with the tech nuts (who really don't give a damn about ball games anyway!)

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

**Lies, All Lies:** Some people had (jokingly) expressed the notion that Dennis (Mad Dog) Antenucci might have been responsible for Jim Saxton's rollover accident at the previous weekend's track event at Willow Springs. Curt (1to9MPG) Toumanian was on-hand to give a first-hand report. Apparently Dennis had his video camera going, and was following Jim into the corner when Jim lost it (all by himself) and flipped over, but it was clear that he had nothing to do with it. After the meeting, Curt showed video of the damaged car.

**New P-7's Available In Europe:** Larry Stock gave a report on his trip to Europe, and the first thing he did was dispel the rumors about new P-7 tires. For awhile, there was word that they were coming out, then this was dismissed as silly rumors. Well, the fact is, there *are* brand-new tires available. Apparently the law in Switzerland mandates that automobiles be fitted with tires speed-rated as high as the theoretical top speed of the automobile in question. To that end, Pirelli produced a *very* limited run of P-7 tires in 275/55 size, a perfect fit on 8" Campy wheels. Larry actually saw a stack of these new tires (which are now Z-rated; the previous tires were only V-rated) and purchased a few. Apparently 40 tires are left in Switzerland. The price? Astronomical. You really don't want to know.

**Pantera Flambé:** Larry also told the crowd about how he nearly burned Shari's Pantera (and his garage) to the ground. He had the car on jackstands and was experiencing trouble getting it started. He cranked and cranked, and although he could smell gas, the car wouldn't

start. To clear it out, he held the throttle to the floor, and continue to crank. Turns out his carb had blown out and was pumping a solid jet of gas a foot into the air, and all over the top of the engine. Eventually there was a pop through the intake, and FOOM! the whole thing went up like Mt. Vesuvius.

He jumped out of the car and ran for a fire extinguisher; by the time he turned around, the car was completely engulfed in flame from the windshield back, with the flames going 10 feet into the air! After struggling with the safety pin, he finally got in position, and gave a quick toot on the Halon extinguisher.

Amazingly, a one-second blast of Halon was all that was required to completely extinguish the fire! When he was done, the needle on the extinguisher was still firmly in the green! Damage to the car consisted of a few melted wires on the firewall, and a toasted fuel line, as well as some serious soot on the paint. He got all that straightened out (and changed out the carburetor) the next day, gave the car a quick wash, and now the car runs better than ever!

Shari no longer allows him to work on her car without adult supervision!

**Factory Update:** Larry had visited the factory while in Italy a few weeks prior, and he shared some tidbits and rumors with the rest of us. The number one question on his mind was the lack of DeTomaso presence at the Monterey event in August. The folks he spoke with all showed sincere regret and embarrassment at standing us up. They indicated that the awkward situation between Steve Wilkinson and Kjell Qvale was a source of embarrassment for the company, and because of this Mr. DeTomaso ordered all personnel to stay home, just a day before they were scheduled to leave. This factory source further went on to speculate that when Francis Manderano (who runs the Concours Italiana, as well as the Maserati Information Exchange, the Hall Pantera of Maseratis) purchased \$10 million in Maserati spare parts from DeTomaso a few years back, one of the parties in the deal felt he had been screwed, a result of changing Dollar/Lira exchange rates, and that might have had something to do with DeTomaso staying home as well.

Larry also gave a brief Guará update: Apparently they have been greatly improved structurally for the U.S. market, and are undergoing crash testing right now. The Biguá prototype is now running, and in fact spent two weeks in Dearborn, where Ford engineers and marketing types drove the car extensively, all part of the preparations to bring the car to the U.S. sometime in the (near?) future.

**Raffle Results:** Larry once again did his rafflemaster thing, with the following results:

Playing Cards — Tom Padula  
Italian Micro Machines — Nancy Haney  
Italian Car Repair Kit (giant rubber band, really!) — Steve Liebenow  
Amway Tire Protector — Curt Toumanian  
Bridgestone Sun Visor — Howard Renshaw  
Pantera Poster — Nancy Haney  
Collared Button-Down Pantera Shirt — Chuck Melton

The meeting adjourned to the parking lot at 9:45 p.m.

# NEXT CLUB MEETING

THURSDAY, JANUARY 29, 1998  
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

January 2 ————— World Of Motorsports Car Show/Dinner (Mike Drew)

January 25 ————— PCNC Super Bowl Party (Brian Bernard)

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

Capt. Mike Drew  
136 Lighthouse Way  
Vacaville, CA 95688

# PCNC Motorsports Review

*by Ed Kornegay  
PCNC Motorsports Director*

As PCNC Motorsports Director, I guess I'm obligated to write at least one article a year so this is it!

Our first performance event in 1997 was an autocross. The 1972 Pantera of Joel Gust not only beat Peter Beckham's Pantera record of 47.34 set in 1996, but set a record for the whole club with a 43.41. To set this record Joel beat a Porsche 911 RSA, a 1996 Corvette GrandSport and a BMW Z3. He even beat my Miata (43.63) which had previously been undefeated at our clubs autocrosses! This was Joel's first time on his new R1 tires and boy did they make a difference.

Our other Pantera pilot was Larry Laino. His time was 47.66, which put him in 10th place for the event. This is the fourth-fastest time ever for a Pantera on this course. Third place is held by Ellis Woumm with a 47.63. Larry was really impressed by Joel's tires.

When we left, Larry was on his way over to the tire shop.

Our second performance event was our CFRA driver's school. We only had one Pantera participate. Nancy Haney was the driver and she did a great job. She reduced her lap times by 7 seconds during the class.

Her best Thunderhill lap is now 1:46. This makes Nancy the fourth-fastest Pantera in the club. Eric Belter is still number one with a 1:34, followed by Pete Beckham with a 1:40 (street tires) and Joel Gust's 1:42.

Our drag race was another success story for Joel. He came in second overall but set a new Pantera record with a 13.5 for the quarter-mile. You may say that you would expect a Pantera to be quicker, but it's not easy to launch a Pantera. Only one other Pantera has tried to beat Joel and he blew his clutch on the first pass! But if you think you actually have a Pantera that can beat a 13.5 bring it to our 1998 drag race. Joel will be happy to defend his record against you!

Our next event was in June with NASA at Thunderhill. Charlie Puckett was there to do some testing. He ran only two sessions due to a missing header bolt. Eric Belter was there practicing with the RX-7 that he has made into a race car. NASA was running the track in the reverse direction so we didn't keep any lap times.

In August we participated in the Ferrari Club event at Laguna Seca. Pete Beckham and Ellis Woumm represented our club. No official times were taken.

October was our Fall Test Day at Thunderhill, our biggest event of the year. The event held only one bright spot for Pantera owners. Charlie Puckett set a new club record with a 1:25 lap time! That's five seconds faster than the club record he established last year. Charlie is currently the

only member running in the unlimited class in our club.

We had four Panteras sign up for the street class. Nancy Haney dropped out two days prior to the event because her new rims and tires had not arrived in time. Joel was the next to drop out of the competition because he was unable to get his steering rack repaired.

Joel had already set Pantera records in Autocross and Drag racing. I was waiting to see if he could win the track event and hold the Triple Crown. I guess it just wasn't to be. Joel did show up with a rental Neon and set a new rental car record with a 1:38. This is faster than any Pantera on street tires has ever gone except for Eric Belter.

Pete Beckham and Eric Belter did show up with their Panteras to the event. I was predicting a 1:30 for both of them. Eric had been on the track more in 1997 than Pete (three days vs. two days) but Pete had rebuilt his motor to put out 580 hp to Eric's 375 hp. It was going to be a close match for fastest street Pantera. Records were going to fall, or so we thought!

When qualifying time came around, Pete had already blown the clutch out of his car. Eric took to the track but was unable to beat his old record (1:34) due to fuel contamination problems. So out of the four street Panteras signed up for the event, three didn't even make it to qualification and one was having problems that prevented it from qualifying well. Yes, it was a sad day for street Panteras. Fastest street time was set by a Porsche 911 RSA with a 1:29. Second place went to me and my Miata with a 1:30.

I would also like to mention that I picked Dennis Antenucci to receive the PCNC Motorsports award for 1997. He was very proactive in giving the Pantera a positive performance image by winning his class in the May 1997 Silver State Challenge, and encouraging others to drive their Panteras in this and other motorsports events.

In the May '97 race Dennis averaged 139.73 mph and finished 1st in his class (140 mph class). In the Sept. 97 race, he averaged 142.06 mph and came in 3rd place in the 145 mph class. This makes Dennis the 3rd fastest PCNC Pantera to run in the Silver State. Jr. Wilson is still the King, followed by Charlie Puckett (153 mph avg.) Pete Beckham drops to 4th with a best run of 139 mph. Dennis will try and average 160 or 165 mph in next race. He will run a taller 5th gear or a taller ring gear.

Dennis, I salute you!

Thunderhill's President has agreed to accept our CFRA race licenses at most of their Friday test days. This means that our top drivers will be able to go to Thunderhill and test along with all the other racecars for a small fee. Pete Beckham took advantage of this a few months ago. For \$75

he received about four hours of track time and only had to share the track with three other cars. Not a bad deal.

We will be awarding our first race licenses at our CFRA banquet on January 31st. The recipients will be Ed Kornegay, Charlie Puckett, Peter Beckham, Joel Gust and Erik Belter. Please note that the only members of CFRA to earn a race license at this point are all PCNC members as well.

Before closing, I'd like to tell you what we have planned for 1998:

— Three autocrosses at Sears Point. Our first one will be held on February 19th.

— A driver's school. The class will be limited to six people who will have Thunderhill all to themselves. It will be taught by a professional race car driver. The class will include 8 hours of track time and four hours of classroom instruction. The cost is \$550 per person. This class filled up last year. We already have four names for this year.

— One drag race at Sears Point. We will once again have our own lane for competition. The CFRA record is 12.8, the PCNC record is 13.5.

— Two Test Days. We will be having our traditional Fall Test Day in September or October. But for the first time, we will be adding a Spring Test Day to our schedule. The event will be held in March or April. The format will be the same as the Fall Test Day. As usual, we will be using Thunderhill.

At some point during the summer, we will also participate in the Thunderhill driver's school. This year the track is offering their own drivers school.

We will also be holding for the first time an event we have named the CFRA 200. This will be a road trip for sports cars to a Bed & Breakfast overlooking the ocean. It should be fun and romantic, an event for the Significant Others to enjoy as well! Watch for more details in the PCNC newsletter!

And of course, PCNC will be hosting the track event at the Las Vegas Fun Rally. We have a firm commitment from the track management, and we'll start planning heavily in the next few weeks. We'll need plenty of volunteers from the club to pull it off, so step forward, don't be shy!

1998 is a New Year and I hope to see more Panteras on the track. We even have a nice safe slow class for the beginners. It's very safe (as long as you're not on the track at the same time as Charlie). You can start off with the February autocross to build your confidence and then head for Thunderhill which has no guardrails. Please note the *no* Pantera has ever been damaged at Thunderhill.

If you are interested in attending or participating in any of these activities, please contact me at 707-792-2492 or Email me at ed\_kornegay@hp.com. See you on the Starting Line!

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