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Minutes of Meeting 26 March, 1998

The meeting was called to order by the president at 8:04. All officers were present except Ed Kornegay. There were 34 members on the sign-in roster and seven Panteras in the parking lot.

New Members/Guests: There were quite a few fresh faces in the crowd (some *very* fresh indeed!) **Scott Bonneville** introduced himself as a long-time enthusiast who is intent upon buying a car this year and looks to the club members to provide guidance and wisdom. Also looking for a Pantera are **Hank and Judy Chambers**. Later in the evening, **Ted Stalkup** entered the room; he heard about the club from the Pantera e-mail forum, and joined at the end of the meeting.

So-Cal guy and cartoonist for the POCA newsletter **Curt Toumanian** once again joined us, as did fellow So-Cal resident **Howard Bourquin**.

PCNC's newest member, one-month-old **Madison Stock** attended her first meeting, and was

unquestionably the best-behaved baby ever seen at a club meeting. Given that, how she could have sprung from Larry and Shari Stock is a mystery!

Another guest was Mark O'Conner from Spectrum Powdercoating, here to give a brief technical discussion about powdercoating.

Finally, a face not seen in a long time was that of **Jason Teplitsky**. He's been super-busy running his new restaurant in San Francisco, and hasn't made a meeting or event for over a year, but he wanted to just touch base and say hello to all of us.

Changes to Last Month's Minutes: Brian Bernard let it be known that there was an error in the Superbowl party article; his Ford Vicky hot rod is a '33, not a '32.

Club Library Report: Sharon reported that she once again had the contents of the club library in the trunk of their car.

Club Treasury Report: Money in, money out. Thankfully, more money in than out!

Club Store Report: Bill has been very active getting ready for Las Vegas. He has made arrangements to buy 20" x 30" posters of the ex-ADA race Pantera (running with the yellow SuperPower team livery) from Europe, and showed off one example. These will be sold for \$35; Bill will be taking orders for the next month or so. Mike Drew will be having the one sample mounted and framed for attractive display in Las Vegas.

Nine months ago the club authorized him to pay for a new, digitized logo. This enables us to have embroidery work done in virtually any size. He showed the crowd a catalog with samples of letterman-style jackets, upon which he intends to have the club logo emblazoned on the back. He will have these available for inspection at the meeting.

He also will have the new Team Pantera Racing t-shirts commemorating Dennis Antenucci's efforts to get the Pantera as the featured car at the upcoming Silver State race. These shirts are available in both white and ash, and the proceeds from the sale of these shirts will help the racers pay for incidental expenses during the running of the event.

Also, Bill will have some new baseball hats with our club logo as well. Finally, Bill showed off the cloisonne hat pin which are in the shape of a Pantera. Jason Teplitsky handled the ordering of these items, and when Bill went to give him the \$180 it cost to produce them, Jason turned him down, saying he wanted to donate the pins to the club! All these items will be sold in Las Vegas; if you want the best selection, bring your checkbook to the meeting!

Past Events:

Mountain Fun Run: Mike gave a brief talk on this impromptu club event which saw a total of 10 Panteras blasting through the mountains between the bay and the Pacific as we welcomed a POCA couple from Dallas who were out here on vacation. Look for the full story elsewhere in this newsletter.

Upcoming Events:

PCNC Meeting — 16 April! ALTERNATE DATE! ALTERNATE LOCATION! Due

to the Las Vegas fun rally, the meeting has been moved up by **two** weeks so we can discuss last-minute arrangements. Since our regular meeting room will be taken, we will instead be meeting at the other Coco's, on the corner of Fremont and Mary in Sunnyvale. See the map and flyer elsewhere in this newsletter! As you're reading this, the meeting is **this week** so don't forget!

Las Vegas Fun Rally — 23-26 April: As can be imagined, there was lots to talk about:

Convoys to Las Vegas: There will be at least three separate convoys departing the Bay Area for Las Vegas. The first will leave at 11:00 a.m. on Wednesday, headed up by Jim Kuehne, while the second will leave at 4:00 p.m. on Wednesday afternoon (headed up by John Colombero.) Both convoys will rendezvous at the McDonald's (ex-Cindy's) in Morgan Hill, just off 101, 15 minutes south of San Jose. Both groups will spend the evening in Bakersfield; hotel arrangements will be discussed at the upcoming meeting. Ellis Woumm will head up a convoy departing early Thursday morning, meeting location TBA, which will drive straight through to Las Vegas. Anyone interested in travelling with a group should sign up at the meeting, or phone the respective convoy leader to be included in any plans.

Hall Pantera Open House: Gary Hall has kindly extended an invitation to PCNC members to tour his facility on Wednesday, the day prior to the Las Vegas Fun Rally. Our tour would begin at 4:00 p.m. and refreshments will be provided. Please RSVP directly to Hall Pantera if you're able to make it down there.

PCNC Track Event: Although it was long in coming, we **finally** have a signed contract, and the track event **will** happen! The chosen track is a beautiful brand-new facility about 60 miles outside of Las Vegas proper, meaning there will be a beautiful drive there and back. There is a multi-page flyer in the March POCA newsletter (and hopefully portions of it will be reproduced in this newsletter as well.) Due to the lateness of the March POCA newsletter, the deadline for the discount price has been extended to **April 15th**. The cost will be \$165 until then, when it goes up to \$185.

Besides offering lots of track time for those who want to stretch their Panteras legs, the event will also offer a lunchtime pace-car controlled drive-around, enabling people to experience the track at a slower pace. There will again be an exhibition race for the hard-core drivers. All in all, this event offers the opportunity for lots of safe, fun, *fast* driving. Ed Kornegay has dedicated untold hours to this project, and so far only a few PCNC members have signed up to run. Anyone wanting to enjoy their Pantera (or other car for that matter) to the fullest should sign up and run—you won't regret it!

Finally, admission will be free for all spectators.

Club Store: Jim Kuehne is managing the club store in Las Vegas, and is seeking volunteers to man the booth for a few hours. While some time slots are spoken for, there are still many vacancies which need to be filled; you can sign up at the next meeting or in Las Vegas.

Miss Pantera Dinner: Arrangements are still pending. A Miss Pantera has already been chosen, and unfortunately it is **not** Sonja DeRyke. Maybe next year!

Silver State Open Road Challenge — 2-3 May: Thanks to the phenomenal persuasive

power of Dennis Antenucci, at this writing there are 17 Panteras signed up to take part in this high-speed blast across the desert, including several PCNC members (Dennis, Peter Beckham, Eric Belter and Ellis Woummn.) Furthermore, a group of supporters led by Steve Mooney will be driving out to Nevada in 4x4's to camp out, cheer them on, and shoot up the desert with a variety of rifles and pistols! There will be a car show in the the town of Ely, Nevada on Saturday afternoon, the Pantera bunch will have a dinner Saturday night, and after the race on Sunday there will be a post-event banquet in Las Vegas.

Sierras Tour — 16-17 May: Michael and Roxanne Fertitta have organized another of their series of sporting tours, but this one is somewhat of a mystery. The route and destination are completely secret. Michael would only say we'd be driving in the Sierras to an overnight destination we've never visited before. He promised beautiful roads, great views, interesting attractions, and nice accommodations. If his past events are any indication, this tour can't be missed!

Tech Talk — Powdercoating: Mark from Spectrum Powdercoating in Redwood City gave a brief seminar on the most advanced painting technology available today. He passed around a section of steel that showed three stages of the process (rusty, then blasted to bare steel, and finally coated in gloss black.) Spectrum has been in business for eight years, and offers the finish of choice for metal products. Powdercoating has moved to the fore not only because of the incredible beauty and durability of powdercoating, but also because it's extremely environmentally friendly compared to convention painting techniques. They offer comprehensive color-matching services, to virtually anything you care to offer, from a painted part to a piece of upholstery to a photo in a magazine. Powdercoating is a thermal cure process where the parts are baked in an oven at 350-415 degrees, so some pot-metal parts might not be suitable. They also can powdercoat magnesium parts, which is the most difficult metal to work with.

The durability of powdercoating is awesome, although the finish is *not* indestructible. It's best to bring them stand-alone parts as opposed to assemblies. Their largest oven measures an impressive 8x8x21 feet, so they can coat virtually anything. The finish is flexible enough to survive the constant flexing of a coil spring.

He also passed around a wheel which had first been powdercoated and then the highlights polished. This service would be available for Campy wheels, although they oxidize so quickly that they would have to be clearcoated within an hour or two of the polishing being completed.

Mark stressed that Spectrum will *listen* to the customer and do whatever it takes to make the customer happy. Satisfaction is guaranteed, and if the job doesn't make you happy, they'll completely re-do it for free.

Several club members than gave heartfelt testimonials regarding the quality of their work and their terrific customer service. Finally, Mark said that all PCNC members are entitled to a lifetime 10% discount; the minimum charge is \$75.

Buy, Sell, Swap: Larry Stock has two '71 Panteras for sale (actually January '72 cars, but with all the features (flat decklid, flat-edge bumpers, etc.) of the '71 cars.) One is in pretty rough condition, while the other is considerably better. They could both use paint, and perhaps some mechanical attending-to; Larry will sell them as-is or finish them to your taste. He also saw his own Pantera for the first time in five and a half years, and hopes to pick it up from Plyn Doss in the next week or so.

Larry also mentioned that this was the first meeting in five and a half years where he was there with his wife, his nametag, and his own Pantera!

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

CB Antenna — Chuck Melton

ZEP hat — Brian Gentry

Lemon Grime-X — Jim Kuehne, Jason Teplitsky

Mela Magic (all-purpose cleaner) — Roger Sharp

Legendary Sportscars Calendar — Frank Wissman

Hemmings Calendar — Ken Levin

SVO Catalog — Brian Bernard

Fel-Pro intake gasket kit — Chuck Melton

The meeting adjourned to the parking lot shortly after 10:15.

Mountain Madness Fun Run

Story and Photos by Mike Drew

The Pantera community really is a very small world, made smaller when club members make the effort to get to know one another. When Steve Mooney and I got wind of the fact that Scott Black and his wife Stacey (Dallas club members who we'd never met) were coming on vacation to Northern California, we decided to roll out the red carpet for them, just because.

Steve and I came up with the idea for the event only two days before their arrival in San Francisco. Two days isn't a whole lot of notice, but the weather was forecast to be beautiful for the first time in months, and I knew lots of people were itching to get their cars out. So I picked up the phone and just started cold-calling local club members who I felt would be up for a fun get-together.

The plan was for us to meet at the mountain hangout called Alice's Restaurant (made famous by the Arlo Guthrie song, this was the hangout for Ken Kesey and his Merry Pranksters, Timothy Leary and the Grateful Dead back in the '60's) at noon. Alice's is located in the mountain town of Woodside (due west of Palo Alto, at about 2500 feet elevation), packed in among dozens of beautiful two-lane roads.

I awoke to find a beautiful morning, and then gave my Shelby GT-350 replica a quick wash. It turned out to be farther from my house to Alice's than I reckoned (almost two hours, it turned out), so by the time I turned onto the mountain roads, I was kind of hustling.

I came whipping around a corner to see Steve Mooney and his wife driving their beautiful GT5 (complete with functional clutch throwout, thanks to the previous weekend's tech session) driving in front of me, trapped behind a knucklehead in a van who was driving 15 mph *under* the speed limit and wouldn't let us pass.

So we arrived at Alice's in somewhat ignominious fashion. Already there were Nancy Haney and Mike DeRyke, and Roger Sharp (both driving Panteras.) Once Steve and I parked, we introduced ourselves to the waiting Blacks.

Scott, true to his Texas tradition, was wearing the requisite cowboy boots and cowboy hat! His wife made him wear

the small one, though!

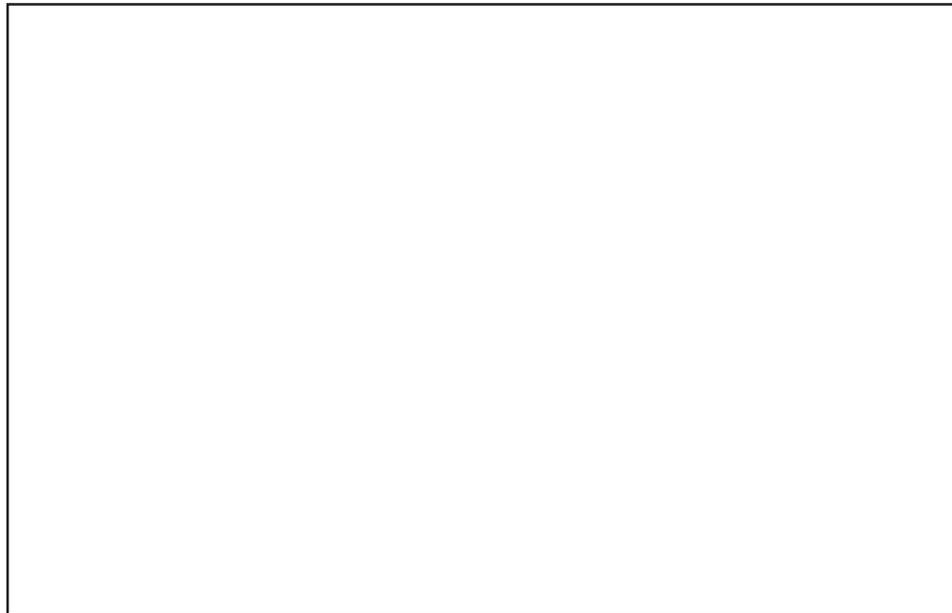
As we sat down to lunch, one Pantera after another began to trickle in. Jack and Judy DeRyke (who ordinarily take their Camaro!), Bill Santos, Keith Gilmore, Dave Crego, Terry Aultman, Tony Harvey, all of them were in their Panteras. John Colemberto showed up driving his '58 Chevy Biscayne land yacht, and soon we had a real party on our hands!

Ultimately, our group consisted of nine Panteras, the Chevy, and my Shelby (plus Scott's rental car.) The management of the restaurant was so impressed that they shooed other customers cars away, and had us park the Panteras in a row so *they* (the management) could take photos of us!

Alice's is traditionally a sport-bike hangout (particularly on Sundays) and there were usually 50 or so hypercycles parked across the street. Being motorheads all, the riders came over and spent quite a bit of time checking out the cars.

Speaking of cars, there were several other nice examples to be found in the immediate area. During our stay, I saw no less than five Porsches (911, 914, 356 and Boxter), an Jaguar E-type coupe, a ratty old Triumph TR4, and a beautiful '67 Corvette 427/435 roadster.

Scott seemed impressed with our turnout, and proved himself to be quite the gentleman, by breaking out a terrific goodie bag. Scott is Big Time in the Dallas Shelby Club, and knows renowned motorsports artist Bill Neale. So Scott



Quite an impressive lineup of Panteras graced the parking lot in front of Alice's Restaurant. The management literally got other customers up from their lunches and had them move their cars so the Panteras could occupy the primo space!

had six or eight Bill Neale posters (I snagged a painting of a 289 race Cobra, signed even!), a bunch of smaller painted cards, and several t-shirts to give away.

Fortunately, Bill Santos is pretty well-versed in the social graces, because he had some shirts and goodies from the PCNC store he offered up as a gesture of our collective goodwill.

Okay, appetites sated, it was time for some *fun!*

A couple of folks had to bug out, but the rest of us took off to explore the terrific back roads which run like a spider-web throughout the Santa Cruz mountains. I took off in

the lead, and quickly discovered that my beautiful roads were *really messed up!* Remember the giant storms we had a few weeks ago? Well, they hit this area particularly hard.

It was actually pretty awesome to behold. For many miles it seemed, there were giant dirt berms (maybe 10 feet high in places) lining the road on both sides. Redwood trees as big as 10 feet across had been cut into 10-15 foot long sections and abandoned on the side of the road. Several times we had to stop because the road crews had only got one lane of the road opened, and the road was controlled with a traffic light. One spot in particular, I looked up and saw a hillside 100 feet high that had given way. The road crews worked 24 hours a day and it took them four days to get the road open after the storm; now I can see why!

The road itself was in decent condition, although you had to be careful because 3/4 of the way through a corner, you might come across a small stream flowing across the pavement, bad news if you're in the middle of a four-wheel drift!

We turned off the main road onto a small side road. Once I thought (operative word: *thought*) we were all present and accounted for, I nailed it! This road had *no* traffic so I was flying at 80-90 mph down a straight that went on for about a mile, but culminated in a 20 mph right hand hairpin across a bridge! Glad I knew the road! And of course, there was a stream running across the apex!

This road soon turned narrow, twisty and bumpy. The storm seemed to have missed it, but it's *always* been a pretty rough road. Heavily crowned, very bumpy, with 15 mph hairpins, steep hills...definitely second gear stuff. But there were straights and esses that I could get up to 50 mph or so on.

Despite his very best efforts, the '58 Chevy's suspension and brakes really weren't up to the task, and thus John unfortunately was sort of holding up the pack. Several Panteras held back and were able to enjoy the road totally free

Leather-clad bikers got quite a kick out of the colorful Pantera display

and open. Steve had Scott in his GT5 while the wives drove the rental car, and to her credit Stacy could almost hang with the Pantera.

We eventually rolled into the town of Pescadero (which had been flooded in the storms) hoping to eat at a restaurant I used to frequent. Unfortunately, the world has discovered it, and it's been named as one of the top restaurants in the state, so we were faced with waiting almost an hour.

Also, it was there that I learned that we'd lost one Pantera just before the turnoff, to an unknown mechanical malfunction (the car just quit.) Terry Aultman just told the others to continue.

I felt really bad for having left him behind; that's definitely not in keeping with the kinds of events we like to run. Had I known he had fallen upon hard times, I'd have gone back and made sure he was okay instead of driving all the way to Pescadero.

We weren't really excited about the prospect of waiting for a table, and I wanted to get back to see if we could lend a hand. So we got back into the cars and left town, driving on a no-name road which paralleled the Pacific Coast Highway, but several miles inland. This road was rougher than the previous one, with no center line. Just a local farm road, is all. It climbed and dove and twisted and turned, and great stretches of it were covered in gravel (over the pavement.) One standout moment is the mile-long 100 mph very bumpy straight lined with giant Eucalyptus trees, which culminated in a 15 mph left hand corner! I managed to get slightly airborne here, but slowed down *way* before the corner. Had I gone off, I would have crashed right into a 100-year-old house!

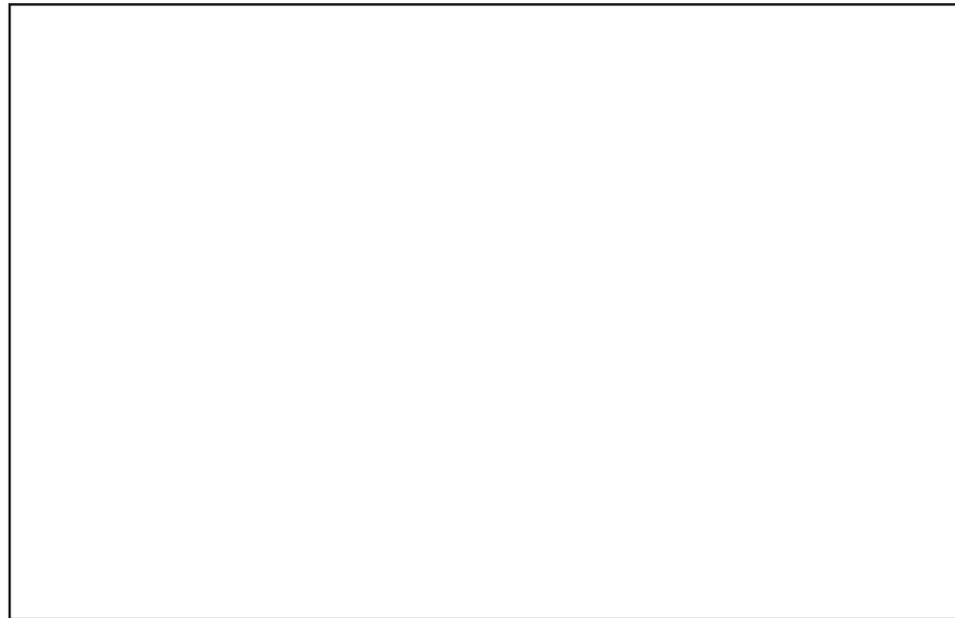
We eventually got back to the real road, and turned to climb back up the hill and find Terry. This section of the road is characterized by wide-open spaces, wide sweepers that in the days of my reckless youth I used to take at 100+ mph on my motorcycle. Today I was much more cautious,

running about 65-75 or so. Eventually things tightened up, and we had to slow to the 50's or less. We passed the turnoff and saw no signs of Terry; I could only assume that he fixed himself and just headed for home.

Well, it turns out the truth is much stranger than that! Ellis Woumm had missed the gathering at Alice's and was hustling down the road hoping to catch up with us, when he came upon Terry stranded on the side of the road. Ellis stomped on the brakes and went to his aid. Eventually he popped the distributor cap to discover that Terry's ignition rotor had cracked!

They were about as remote as you can be, but Ellis drove the mile or so into the town of La Honda, which is so small it doesn't have a gas station, much less an auto parts store. While nosing around, he came across the volunteer fire station, and there he discovered a derelict fire truck which just happened to be a *Ford!* He then rustled up a fireman who he convinced to let him snag the ignition rotor, then it was back up the road to see Terry. Lo and behold, the rotor fit, and the car fired right up! Figuring we were long gone, they drove back to Alice's, then split up and went home.

The rest of us arrived back at Alice's at 3:00, sadly only about two minutes after Terry and Ellis left, took a break to stretch our legs and say our goodbyes, and then everyone



Pantera owners aren't above admiring other sports cars, such as this immaculate '67 Corvette 427/435 which still had the original sticker in the window!

set off in different directions for home.

All in all, I think everyone had a terrific time. Scott laughed and nodded his head when I said, "Hah, Texans can buy a giant house for eighty-seven dollars, but they'll never get to drive on roads like *these!*" It was really great meeting Scott and his wife, and I'm glad so many other people in the club pitched in to make them feel welcome during their stay here. Along the way, I learned a few things too:

1) It's really pretty darn easy to stage an event. Just come up with a skeletal plan, then make the effort to phone people and sell them on it. Most people really enjoy the opportunity to get together and enjoy their cars, they just don't think about actually making it happen themselves.

Build it, and they will come. If we'd given people two months notice instead of two days (but still called everyone a day or two prior), attendance would probably have tripled.

2) When driving as a group, you should have a designated tail-end Charlie; that way if somebody breaks, he's not left behind. The leader should periodically scan his mirror for Charlie; if he looks back and suddenly his convoy is half as big as it was a few minutes before, then stop and wait to see what happens. If nobody comes along in a few minutes, go back and see what's up.

Thanks to everyone for coming along, and I hope more will come out for our next driving event which the Fertittas are organizing in for May 16-17th. See you there!



Steve and Kathryn Mooney share a moment with Scott Black. Scott was truly amazed at the hospitality extended to him by PCNC members, and issued an open invitation to any club members who happen to make their way to Dallas

NEXT CLUB MEETING

THURSDAY, APRIL 16, 1998

8:00 P.M.

Two Weeks Early!

ALTERNATE LOCATION!

**COCO'S RESTAURANT
FREMONT AND MARY STREETS
SUNNYVALE, CA
(See the map inside!)**

UPCOMING CLUB EVENTS

April 16 ————— PCNC Meeting (Althernate Location!)

April 23-26 ————— POCA Las Vegas Fun Rally (Kent Snyder)

May 2-3 ————— Silver State Race (Dennis Antenucci)