

The Sandhills Open Road Challenge is coming up fast. Team Pantera Racing took a few minutes with TPR member Bob (Rowdy) Radefeld to learn more about him, his Pantera and the race:

TPR: Bob, you've been entered in the Sandhills Open Road Challenge before. How many have you attended?

Bob: This year will be my third time competing at SORC

TPR: What speed class have you entered in previously versus your class this year?

Bob: I've always competed in the 90 MPH class as the restrictions requiring roll bars & other safety equipment increase dramatically as one increases speed in the higher classes. My car, being mostly stock, would have to be modified quite a bit to move up in class & I am unwilling to do these modifications at the present time. Besides, the under 100 MPH classes are still a real HOOT to run in and the whole experience boils down to having fun and meeting new Pantera owners (and competitors) from all over the US.

TPR: Tell us about your Pantera; year, model, stock and modified items.

Bob: My car has a December 1972 build date according to its VIN #, however it has always been titled as a 1973. It was a Pantera L model when I purchased it but I have since ditched the original large front bumper in favor of two smaller fiberglass bumpers from AmeriSport which are painted body color. Engine was rebuilt about 5 years ago after I dropped a valve (sound familiar?) at our local road course here in Topeka, Ks. Different and more aggressive cam, forged pistons, bored 30 over, two cylinders needed to be sleeved, 2V closed chamber iron heads to replace the 4V open chamber heads that were on it, Armando 10 quart oil pan, Demon carb, Wiend X-celerator manifold, Accusump engine pre-oiler among other things were installed thanks to expert advice from Dan Jones. Engine runs MUCH better now! Engine already had Jet-Hot coated GTS headers, DeTomaso polished valve covers, polished and

safety wired ZF, SS surge and overflow tanks as well as fully smoothed and painted engine bay.

TPR: What kind of safety equipment do you run?

Bob: In the lower speed class that I'm in, about the only requirements are factory seat belts in good condition, helmet, leather shoes and driving gloves, and non-flammable cotton clothing or racing suit (which is not technically required).

TPR: What motivated you to get involved in Open Road Racing?

Bob: That dirty DAWG did!! I got tired of being called a SLACKER when I actually wanted to run in any ORR. Then when I found out about SORC being only 485 miles from Topeka I decided it was time to go meet Dawgy and give him a ration of Sheeeit like he loves to dish out! :o)) As well as accomplishing my goal I ended up having a blast and haven't missed a race there since. As a matter of fact, last year I took another Pantera owner (Bud-#3400) that lives 45 miles North of me along so he could observe the race and he got so excited that he immediately started working on his car when we got home to get it in shape for this years' race. YES!, another convert.

TPR: Tell us about the SORC event.

Bob: The race is held in Arnold, NE. which has a population of approx. 600 and is located South of North Platt, NE. The whole town gets into this yearly event BIG TIME. The population easily doubles or triples on race weekend. They hold a parade down main street on the Friday afternoon before the Saturday race. Each entrant drives their car down Main and an announcer gives the drivers' name, hometown and year, make and model of vehicle they're driving. They then lead all entrants to another main type street and you park your car for several hours for a public car show that overflows for a 4 block area with admiring, friendly people from everywhere - GREAT FUN!

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TPR: Are there any "team" events and will Panteras participate?

Bob: Team Pantera is getting closer every year to the required number of cars to actually form a "Team" according to the rules. If we can get one more car to race with us next year I think we'll hit the mark.

TPR: Where do you stay?

Bob: We normally stay in a "hunting trailer" several blocks from downtown which is graciously donated by a local hunting guide by the name of Cory Peterson. It is used mostly during the Fall and Winter by folks from all around the US that come to Arnold and engage Cory as their guide. During the August race it is not occupied so Cory donates it to Team Pantera and has done so at "no charge" for the last 4 years. It is a 3 bedroom trailer with kitchen and large front room with AC, cable TV, etc. and Cory even stocks it up with grocery's a day before we arrive. Needless to say, we keep him up to his eyeballs in free beer at Jim's Bar every evening - the local hangout for all the racers!

TPR: Are there any other Panteras in the race this year?

Bob: Happy to say we will set a new record for Pantera participation in the race this year!! :o))
The team will consist of:

Myself, Bob (Rowdy) Radefeld with my son Russell as navigator.

Bud Hower (Bud#3400) from Whiting, Ks.

Frank (Godfather) Cirrincione from Hendersonville, Tn.

Mark Skwarek from Connecticut & his navigator Jim Wallace from Boston

TPR: How long is the course? Is it run one way or two ways?

Bob: The course runs North about 27 miles out of Arnold and then we turn around and run 26 miles back South on the same road.

TPR: What are the typical weather and road conditions like?

Bob: Weather has been great the last two years with an overcast sky and not excessively hot. Hopefully, this year will continue that trend but it could be very hot and humid as it has been here in Kansas the last several weeks. Crossing our fingers! Road itself is a "chip and seal" type surface such as you find on many small rural highways and you need to be somewhat careful in the turns due to the possibility of loose gravel. Best part of the whole driving experience is, however, the fact that you have both lanes to drive in throughout the race and never normally encounter the car ahead or behind you.

TPR: What does it take to get entered in the SORC?

Bob: Just fill out an entry blank and mail it in the very FIRST day they tell you it can be postmarked - normally the first Monday in October. I can't stress enough how important it is to have it mailed on that day!! There are only 65 spots available to us racers that are not "Lifers" as they call them. The lifers number 65 or half the maximum of 130 spots for entrants and they are automatically in the race EVERY year unless they choose not to attend. People on the waiting list then have a chance at any of these vacated slots as well as slots that open up from other accepted entrants who for one reason or another can not make the race and withdraw early. This year Bud got stuck at #12 on the waiting list and Mark ended up at #28. Luckily, they both got in this year but normally they wouldn't have been that fortunate. Last year I was #8 on the waiting list and didn't get called and told I was accepted until 10 days before the race! Good thing I had everything ready to go as it turned out I was the only Pantera there.

TPR: Thank you for taking the time to talk with us today, are there any other thoughts you'd like to leave us with?

Bob: Great town, great people and GREAT FUN!!! What else can I say??

We'd like to thank Bob for his willingness to talk with us and wish him and the others a good

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time and good luck.