



news

www.PanteraClubNorCal.com

Volume 39

Issue 5

May 2012

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Minutes of Meeting 19 April, 2012

The meeting was called to order by the president at 8:00 p.m. All officers were present except for Larry Finch and Mark McWhinney. 38 club members signed the roster, and there were seven Panteras and one Mangusta in the parking lot.

New Members/Guests: Unfortunately there were no fresh faces in the room this month.

Changes To Last Month's Minutes: In the discussion about extending chapter membership to POCA members from other chapters, the quoted figure of \$20 per month should have been \$20 per year.

Club Treasury Report: Tom reported that we had zero income but quite a few expenses, including payment for name badges, the trophy for the Bill Santos Memorial Award, flowers, reimbursement for raffle expenditures, and reimbursement to Bob Benson for expenses associated with the event held at his shop last month.

Club Store Report: Rich was gearing up for the POCA Fun Rally. He brought some items to the meeting, including digital tire gauges with the De Tomaso logo. Lori Albino had procured some new items for the club store as well, and had stadium blankets, very small duffel bags, wine bottle bags all embroidered with the De Tomaso logo, as well as pint beer glasses with the logo.

Rich announce his impending retirement from the PCNC store manager job; his 'civilian' business is exploding and he no longer has the time to dedicate to the club store job. So we are officially seeking volunteers to take it on starting next year (if not sooner!)

Club Membership Report: Greg reported that several former members have rejoined the club, and we also have several new members, which were profiled in last month's newsletter. He brought examples of the new member recruitment brochure, and we are working to arrange for several examples to be included with the upcoming newsletter mailing so all members can be suitably armed if they meet a prospective club member. Greg joked that he's hoping the effort will be so successful that we have to move the meeting to a larger room!

Name Badge Report: Lori has cracked the code on getting badges made; Greg is notifying her whenever we get new members and she is getting their badges made right away. If you need a replacement badge, let her know.

Club Website Report: Although Mark wasn't present at the meeting, it was noted that the latest newsletter had been posted on the club website.

Club Motorsports Report: Larry was unable to make it to the meeting, but he did tell Forrest that he had produced the trophy for the Bill Santos Memorial Award and was sending it directly to the hotel in Phoenix; Forrest will present it to the recipient there.

There has been a positive development regarding our parking corral at the Monterey Motorsports Reunion; we will be opening our corral up to Maserati club members, which will both add variety to our corral and ensure that we reach the required minimum number of participants to guarantee financial success and continued allocation of space for future events.

Club Library Report: Forest said that he hadn't received any new items in the club library. The contents are listed on the club website; if you want to check out an item, let Forest know and he'll bring it to the next meeting.

Past Events: There were no events since the previous meeting.

Upcoming Events:

East Bay Exotic/Collector Car Tour — 9 June: Matt Kelleher's long-anticipated tour of high-end restoration and collector car trading shops has finally been scheduled. We will start the day at Fantasy Junction in Emeryville, then make our way to the Patrick Ottis company, as well as several other notable destinations. Lunch at a Chinese restaurant is also on the agenda.

Club members from the south bay looking to convoy up to Emeryville will meet at the

Junipero Serra rest area on Hwy 280 at 8:45 a.m.

Look for a flyer elsewhere in this newsletter, and updated information on the club's website.

Vintage Mustang Owner's Association/Nor-Cal Shelby Club Car Show — 16 June:

Tom Hasenberg organized a De Tomaso display at this show several years ago, and we came through with nine Panteras and two Mangustas. He is hoping for similar levels of participation this year; total participation may be north of 200 cars. See the flyer elsewhere in this newsletter.

Palo Alto Concours d'Elegance — 24 June: Bud Millard had managed to get the entry deadline extended for several months, but the opportunity to sign up is now well and truly over. Fortunately there will be at least eight or nine De Tomaso cars present.-

Concorso Italiano/Monterey Motorsports Reunion/Pebble Beach Concours — 16-19

August: Once again we have 17 rooms reserved at the Los Laureles Lodge; we will start the process of filling them at the May meeting. Currently all the rooms are spoken for and a waiting list has been created.

Darryl Johnson said that the Carmel by the Sea car show is looking for a Pantera group to display at their concours on Tuesday the 14th. This show takes place on the main street in downtown Carmel. The concours organizers are evidently quite proud of their event because they want to charge each entrant \$250 for the privilege of parking their car on the street that day!

Other Events In The Works: The events coordinators are working on numerous other events, including Comedy Day in Golden Gate Park, the Ironstone Concours weekend, the All-Italian Car Show in Alameda, a dyno day, and perhaps some overnight road-trip events. Stay tuned!

Club Business:

Club Event Reimbursement Policy: Diane Dean wants the club to re-evaluate the policy for reimbursing club members who incur costs while staging events on the club's behalf. Currently, anyone who hosts an event is entitled to submit a claim for reimbursement of direct expenses up to \$100. There are several suggestions to change this policy, including charging participants a nominal amount to cover these expenses in lieu of a reimbursement from the club treasury, making events pot-luck, and putting out a donation basket for people who choose not to bring something to share. The PCNC board will evaluate the current policy and any proposed changes, and if nothing else, will clarify the policy, as there does seem to be some confusion as to its applicability for specific events.

PCNC E-mail List: Bud Millard phoned every single PCNC member recently, to invite them to participate in the Palo Alto Concours. He suggested that an e-mail list be created to quickly disseminate information to club members, including a reminder about the upcoming club meeting to be sent out the Monday before each meeting. Currently we have an E-blast system, but it requires members to go to the club website and sign up to receive them.

A motion was made to simply add every PCNC member to this list so that everyone will have the benefit of short-notice information without the bother of having to sign up for it. The motion passed. Greg Taylor and Mark McWhinney will work out the mechanics of getting all the e-mail addresses currently in the club's membership roster, onto the E-mail address list.

Buy/Sell/Swap:

Headlight Bumpers: Believe it or not, the small rubber bumpers that attach to the body under the headlight buckets (and on outside-fuel-filler cars, under the filler door flap) are surprisingly hard to come by. Curt Hall buys them in bulk, and has them for sale for \$7 a set (tell him if you need four or five of them for your car).

Dizzy Driveshafts: Steve Liebenow found a stash of heavy-duty Moroso distributor driveshafts; let him know if you need one.

Robertshaw Thermostats: It's widely believed that Robertshaw 351C thermostats are the best ones you can get; the supplier is spotty and often they go backordered for months at a time. They are currently marketed exclusively by Flowkooler, but in the past they were available with different brand names, including Prestone. Garth has some originals (marketed under the Robertshaw brand name) available. He also brought a complete set of Kawasaki drill bits, still in a Kawasaki metal box, but those were snapped up immediately.

Kick Panels: Steve Dalcino has a pair of center console kick panels for a late-style (L-model) interior, sourced from Hall Pantera, and is offering them up for free to anybody who wants them.

News, Clues and Rumors:

Webers Anyone?: Greg Taylor's Mangusta restoration continues to forge ahead; he brought in his latest acquisition to show to the assembled masses. As if his job wasn't hard enough already, he's decided to convert the Mangusta to Weber induction, and to that end, he bought a complete Weber carburetor and intake manifold package from Jim Inglese, the acknowledged master of such things. He brought it to the meeting to show it off, and said that he goes out into the garage at night to just sit and stare at its beauty!

My Ride Rules: This is the name of a reality show on Speed Channel, where a group of people get together with their cars, and they compete in several different categories, with the owners voting to choose the best among them. A recent episode filmed in Dallas featured a Pantera, which blew away the competition; the owner walked away with a \$1000 prize for his efforts, and the show gave a lot of positive coverage to his car, and Panteras in general.

Raffle Results: Kevin and Brett passed the hat, with the following results:

Scissors — Gary Kono
De Tomaso coffee cup — Lori Albino
De Tomaso logo tire gauge — Lori Albino
De Tomaso logo tool roll — Gary Kono
Latex gloves — Rich Boschert
Pantera sticker — Brent Stewart
Tuvalu stamp featuring Pantera — Ron DeMaderios
Pantera T-shirt — Ron Southern
Matchbox Pantera — Barry Hosier
De Tomaso flag — Forest Goodhart

Tesla motors T-shirts — Steve Dalcino, Brian Bernard
Red Line oil T-shirt – Barry Hosier
Emergency flashlight/cell charger — Darryl Johnson
Mangusta trading cards — Diane Silven
Pantera trading cards — Curt Hall

The meeting adjourned to the parking lot at 9:50 p.m.

Membership News

New Members for May:

We have one new member this month!

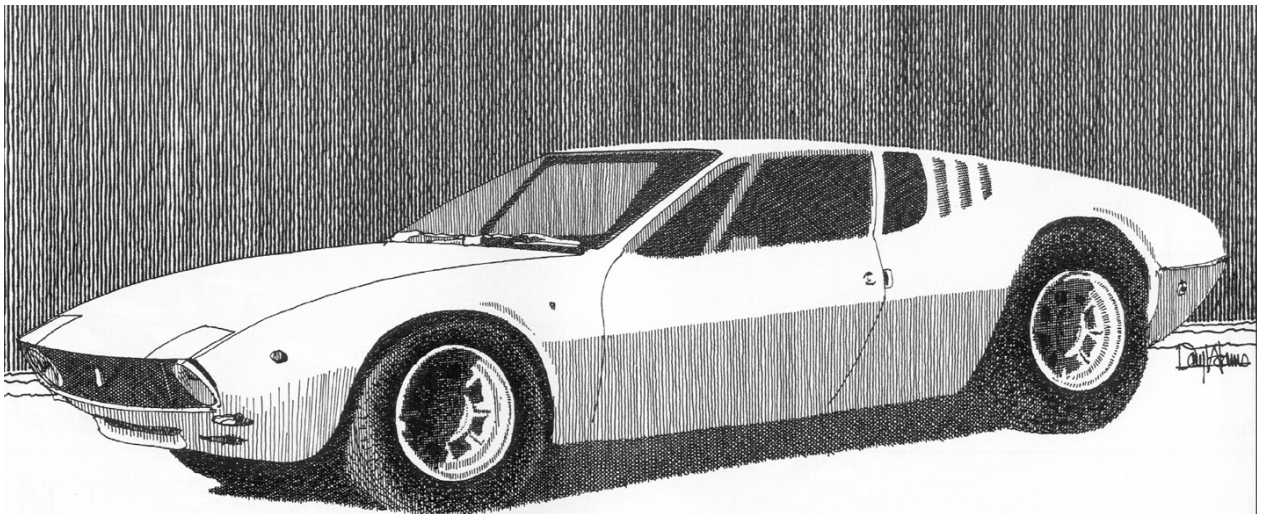
Matthew Frieman of Oakland. Because I just learned about Matthew from POCA, I haven't been able to gather any information about him or his car. I will contact him and report at the club meeting.

May Membership Anniversaries:

We congratulate the following persons for the indicated years of continuous membership in the Pantera Club of Northern California:

Bob and Bobby Crowell: twenty-one years
Rich Walling: eleven years
Garth and Leslie Rodericks: nine years
Terry J. Griggs: seven years
Gary Spratling: five years
Brent and Bev Stewart: four years
Don and Denise Bockman: two years
Brian Welch: one year

Glenda Perrucci: twelve years
Ernie and Katherine Gerloff: nine years
Scott and Susie Carpenter: eight years
Dan and Annie Lem: five years
Dennis Wilson: five years
Kevin and Valerie Abbey: two years
Richard and Tamara Spratling: one year



De Tomaso Enters Liquidation

By Ronan Glon

Dateline Modena: Saturday, May 12th, 2012 @ 2:00 p.m.

Italy's De Tomaso has been put into liquidation by an Italian court. The announcement comes after a deal to sell the tiny automaker to a Chinese group called Hotyork fell through.

Many members of the Italian government have blamed the collapse of the company on the poor management of the Rossignolo family, De Tomaso's current owners.

The bitterness has caused the courts to ask De Tomaso to pay back the €5 million (\$6.4 million) of public funds that it received not long ago. The court also wants to know how exactly that money was spent.

Gian Luca Rossignolo, the chief operating officer of De Tomaso, blamed his company's demise on a lack support from the government of Italy's Piedmonte region.

“[Regional official] Massimo Giardano needs to be very careful with what he says,” warned Rossignolo. “In the last two years I don't think he has ever visited our factory. I doubt he even knows where it is.”

De Tomaso acquired its factory from Pininfarina. It is located in Grugliasco, a suburb of Turin, Italy.

Officials from the Piedmonte region of northern Italy announced in a statement that they have contacted sev-

eral automakers in Italy and abroad to try to find someone willing to take over the plant in order to minimize job losses. One of the automakers contacted was BMW.

Nothing is set in stone yet and at the time of writing no automaker has manifested a genuine interest in the plant.

The troubles at De Tomaso started in 2003 when founder Alejandro De Tomaso passed away. Matters got

and faced with no easy way out, the troubled company reluctantly agreed to sell the license to the Deauville a couple of days before Christmas. The license was purchased by an unnamed Chinese company for €12 million (approximately \$15.3 million.)

As a last resort the Rossignolo family attempted to sell the company to China's Hotyork, but the latter proved very difficult to work with. In the end, Hotyork promised a cash payment that it could not deliver, leaving De Toma-



The new De Tomaso company pinned their success on a new De Tomaso Deauville, a four-door BMW 7-series competitor that is reportedly based on a Cadillac CTS platform. Hilariously overpriced and thoroughly bland in appearance, it was doomed to failure. It's unknown if any other than the prototype were ever built

worse a little over a year ago when the company found itself in dire financial straits and had a hard time paying its workers' wages on time.

In spite of the rough times the future looked bright. The company was planning on launching a new crossover called the Deauville. It was introduced at the 2011 edition of the Geneva Motor Show.

With its financial woes worsening

so with no way out.

The liquidation comes as no surprise to De Tomaso officials. Last April the company said that would shut its doors if the deal with Hotyork was not signed.

“If the situation can not be remedied soon we all go home, the government will have to find a solution. We have no more money,” it said in a statement.

POCA Fun Rally Report

Story by Lori Albino

Photos by Mike Drew and Lori Albino

Our adventure started the day before the Fun Rally as we left Vacaville at 6:00 a.m. on Tuesday morning. Our original plan of taking both Panteras had fallen apart because my clutch master cylinder failed just a couple of days prior to our departure. Thus we were both going to be in Mike's Pantera, which only had been running (after a camshaft change) for a week. Thinking we were playing it safe, we took Julian Kift up on his offer to trailer Mike's Pantera to Arizona in Julian's recently purchased, not-so-gently used, Freightliner 18-wheeler car hauler with stackable lift inside.

Mike and I enjoyed a beautiful, uneventful drive over the Sierras on Hwy 50 to Carson City, NV where we met up with Julian at Larry Stock's Pantera Parts Connection. With Panteras and Fun Rally items loaded up, we headed out for our overnight stop in Las Vegas. Great air conditioning, bunk beds, flat screen TV, refrigerator...this way of travel doesn't suck so much!

We arrived in Las Vegas in the evening and had dinner with Pantera

friends vacationing from Vermont. P.J. Couillard and his girlfriend, Kathy, had booked their vacation in Vegas so as to be able to attend the Fun Rally. Whoops! Some of you may remember P.J. as he was a PCNC member in the early 1990s when he was living in the Bay Area on temporary assignment from his home in Vermont. P.J. is the fellow that restored Mike's Pantera; he hadn't seen it, or Mike for that matter, for almost ten years! So it was nice for them to get a chance to get reacquainted.

After a great meal at Gilly's and a walk down the strip, we settled in for the night.

The next day we were up bright and early. Mike knows the Director of Operations for Shelby, so all of us were able to get a private tour of the Shelby factory on the outskirts of the city. After seeing the supercharged 2012 GT350, I want one!!!

After noon, we said goodbye to PJ and then headed for Chandler, AZ. All went well until it didn't, in the middle of nowhere exactly halfway between Boulder City and Kingman, AZ. Banging and clanging sounds, in addition to black smoke, were all originating from the Freightliner engine. Bummer! We were stranded for several hours, then had to be towed to



We were stranded in the hot desert for hours before the monster tow truck arrived

Kingman, AZ (where Julian's truck still remains awaiting a new engine which might cost as much as \$30K — WOW!).

We offloaded our Panteras and amazingly, we were able to stuff all the Fun Rally paraphernalia into every nook and cranny of the cars. After about three hours of driving we arrived at the Wild Horse Pass Casino and Hotel just before midnight on Wednesday to an awaiting, loyal throng of three POCA members. The rest of the gang had already given up and gone to bed.

This hotel is a fairly new resort



PJ Couillard and Mike hadn't seen each other for about ten years; he was in Las Vegas just by coincidence!



Peter Kovacs' motor home provided welcome shelter from the rainstorms at the track



After more than a bit of controlled savagery, John was able to remove his locking gas cap



Besides the Panteras, Jim Cozzolino had his super Acura NSX, and one of his friends brought a new McLaren MP4-12C!

with state-of-the-art accommodations, a very friendly staff, and the Firebird Main racetrack less than one mile down the road. Thursday morning was a hit-the-ground-running day, as it was a track day for us. No driving for Mike and me, but spending the day smelling exhaust, hot tires and well-used brakes was something we did not want to miss.

John Columbero ran into an unusual problem—he lost the key for his locking gas cap! So he had to break out numerous implements of destruction to hack and whack the gas cap to pieces! Fortunately he was able to borrow a cap from Jim Kuehne so he could then drive on the track.

Heavy rains on and off for the morning kept the cars off the track for short periods, but by the afternoon it was all sunshine with lots of track time. Peter Kovacs motor home became the favorite gathering place to get out of the rain, or the heat. The day was very well organized with everyone having a great

time and no drama to report. Well, almost no drama—Peter's supercharged 4.6 liter (stroked to 5.1) started making expensive sounds very much like that of Julian's truck. It got pushed into the trailer at the end of the day, and the prognosis is not good.

Others who didn't go to the track went on scenic drives to such places as Tortilla Flats. I heard they had a wonderful time viewing the beautiful desert landscape, and having a nice lunch.

The evening activity was dinner out with two places to choose from. Mike and I chose Rustler's Rooste which had a nice country-western atmosphere and very delicious steaks! We lingered with on the patio with our friends from San Diego Panteras, then headed back via a hotel shuttle to the hotel hospitality suite which turned out to be pool-side complete with a fully stocked bar. After the morning rain, the weather remained perfect all week, and was especially perfect for hanging out

by the pool with friends after a full day.

Friday's activities included two options...sort of. One of the options, to view a private, exclusive car collection, was already filled to capacity by people who had been fortunate enough to sign up Wednesday afternoon. The other

option (and only one for most) was to tour the Penske Museum. Although we would have preferred to see the private car collection, we really enjoyed our visit to see the Indy cars. The museum is housed in a high-end car dealership complex with Lamborghinis and Bentleys for sale. We even saw a Koenigsegg protectively surrounded by barricades. Sweet!

After drooling over fast cars, we went on our way to lunch at a local, touristy hamburger place, where our big group fit nicely around outdoor picnic tables surrounded by western themed décor. After lunch most returned to the hotel where the strong gravitational pull of the swimming pool was too much to resist. However a small group of us decided to hit up a local indoor karting track to have a little 'friendly' fun! Octane Raceway is air-conditioned, and equipped with gas-powered go karts, which are seriously fast! Methinks this should be an official activity at next year's Fun Rally.

Back to the hotel for us with a short amount of pool time, then off to get ready for the evening's drag races where some of our Pantera buddies would be testing their skills, and transmissions. It was an exciting night with Panteras performing nicely, although none could quite compete with the Bugatti Veyron, which pulled a 10.12 run before being banned by the track officials for being too fast to run without a full roll cage. After several hours at the drag strip, we headed back to the poolside hospitality suite to relax, sing Karaoke and talk about...Panteras of course!



The Penske museum was filled with Indycar history

The Karaoke machine was up and running, and nobody took to it like Tony Blevins, who completely cut loose with one hit after another!

Saturday morning there is no official activity other than an invitation-only presidents' breakfast. Not wanting any down time for myself, I planned ahead and found that the Scottsdale Gun Club, with machine guns for rent, is only a short drive away. I corralled some other Fun Rally attendees, and we left the hotel at 9:00 a.m. for a McDonald's breakfast to fortify us for some serious shooting. This gun club is amazing as they are very organized and cater to those who just wanna have fun with machine guns. Our group of six rented a 9mm Heckler & Koch MP5 and took turns shooting the stuffing out of our paper targets. This too should be an activity on the agenda for next year!

The rest of the day was spent at a local car show where our Panteras were the main attraction. It was a low-key, relaxed afternoon which saw temperatures climb into the nineties. Luckily there were places to escape the heat and get a cool drink. Some actually ditched the show early to go back to, you guessed it, the hotel pool.

Saturday night is the traditional banquet and awards ceremony. The setting was the hotel theater, which is set up for celebrity performances. Matt Stone, former POCA president and POCA *Profiles* editor, and now author/journalist/Speed Channel announcer, was the featured speaker. His entertaining and interesting speech was a high-



It's great to see younger people getting into Panteras. This almost-finished project car has a fuel-injected, intercooled, twin-turbo 351C, monster brakes, airbag suspension, and on and on....

light of the night. Many awards were given out along with some nice raffle prizes. The banquet adjourned to the 'pool' hospitality suite, and went late into the night with socializing and more Karaoke.

Sunday morning saw people leaving at various times according to their respective travel plans. Mike, Julian and I headed out around 9:00 a.m. in our Panteras and stopped in Kingman to help Julian strip the entertainment and other electronics from his truck (in case he decides to abandon it and buy another one) and button up his trailer. From there we headed back to Las Vegas for the night, after a late afternoon stop at the Hoover Dam.

The next morning, we decided to stay off the main roads, instead choos-

ing beautiful back roads, going through Beatty, over to Bishop via the PCNC Secret Back Road and taking highway 395 all the way to Lake Tahoe, where we split up with Julian. Near highway 89 we encountered an AC Bristol and an Arnoldt-Bristol turning left in front of us, which prompted Mike to say "Follow those cars! They're part of the California Mille!" We did and they were! These beautiful cars led us around the east side of Lake Tahoe to Incline Village and a parking lot full of interesting cars; some were just slightly above average (think early 1960s Alfa Romeos and Jaguars) and others were extraordinary (think 1961 Ferrari 250 Long Wheelbase California Spyder, once owned by Brigitte Bardot and now worth about \$8 million!).

After stalking them for a while, and chatting with Reno/Tahoe Panteras president Jim Nowlin who we had alerted and who met us in the hotel parking lot, we decided it was time to return home. Mike's and Julian's Panteras performed flawlessly, and I truly think they had something to do with the gremlins attacking the Freightliner.

Everyone seemed to have a great time at the Fun Rally. The venue, our Arizona hosts, the activities, the desert setting, the weather, and the food all combined together to form a perfect event! Let's hope there are even more people there next year!



On the way home, we intercepted this Arnoldt-Bristol and AC Bristol and chased them to the overnight stop for the famed California Mille vintage car rally

EAST BAY EXOTIC/ COLLECTOR CAR TOUR

JUNE 9, 2012 (SATURDAY)

9:30 AM - FANTASY JUNCTION, 1145 Park Ave., Emeryville, CA 510-653-7555
Premier seller of excellent vintage racers and cars since 1976; the owner (Bruce Trener) will lead a tour; coffee and donuts will be served.

(South Bay members can meet at the Father Junipero Serra scenic overlook on Hwy 280 at 8:45 a.m. to convoy together to Fantasy Junction. Contact Diane Dean if you plan to meet up with the group there.)

11 AM - MOAL COACH BUILDERS, 937 12th Street, Oakland, CA 94606,
510-834-9066 - Famous one-off and custom sports car builders; their works were featured at this year's Amelia Island Concours

1 PM - LUNCH - King Tsin Restaurant, 1699 Solano Ave., Berkeley, CA,
510-525-9890 - Featuring excellent Northern Chinese cuisine; we will pre-order; and lunch will be family style with a vegetarian option; there will be a flat charge per person.

2 PM - PATRICK OTTIS COMPANY, 1220 10th Street, Berkeley, CA 510-849-3553
This is one of the finest Ferrari mechanical shops in the world; it was featured in a recent issue of *Road & Track* magazine. Many rare and truly special cars are on site. In the same building complex, we will also visit Eric Zausner's garage with FIVE Moal creations! AND Larry Saunderson's shop where he does mechanical restorations for early Rolls-Royce, Bentley and vintage Aston Martin racing cars (among others).

Please **RSVP** to Matthew Kelleher to confirm your attendance, via phone or e-mail. He can be reached at Matthew.Kelleher@comcast.net, or (415) 816-3867.



**35th ANNUAL
VMOA CAR SHOW
IN CONJUNCTION WITH
NOR CAL SAAC
SATURDAY JUNE 16, 2012
at De ANZA COLLEGE
(STEVENS CREEK BLVD. & STELLING RD.)
CUPERTINO, CA**



All models and years of Mustangs, Shelbys and Panteras as well as '60 -'70 Ford and Mercury Muscle Cars are welcome!

Fee for entries postmarked by 6/8/12:	\$30 for 1st car (includes T-shirt)
	\$20 for additional cars (without T-shirts)
Fee for entries postmarked after 6/8/12:	\$40 per car (includes T-shirt)
Pony Corral (Cars for sale):	\$20 per car

Registration: 8:00 - 10:00 AM

People's Choice Voting: 10:00 AM - 12:00 PM

Awards Presentation: 1:30 - 2:30 PM

Free Admission for spectators (Parking \$3.00 on campus paid to De Anza College)

For additional information:

Call Tom at (408)374-4966

email: CarShow@vintagemustang.org

<http://www.vintagemustang.org>



Greg Taylor
730 Walnut Ave.
Burlingame, CA 94010



NEXT CLUB MEETING

**THURSDAY, May 31, 2012
8:00 P.M.**

**COCO'S RESTAURANT
1209 OAKMEAD PARKWAY
SUNNYVALE, CA**

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

June 9 ————— East Bay Exotic/Collector Car Tour (Matthew Kelleher)

June 16 ————— Vintage Mustang Association Car Show (Tom Hasenberg)

June 24 ————— Palo Alto Concours d'Elegance (Bud Millard)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH