

pantera
CLUB OF NORTHERN
california



A Chapter of POCA

news

www.PanteraClubNorCal.com

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Minutes of Meeting 27 March, 2014

The meeting was called to order at exactly 8:00 p.m. by the president. All officers were present except for Bob Benson and Denny Morse. There were 33 members present, and two Panteras in the parking lot.

New Members/Guests: The club was pleased to welcome **Kelly King**, Patrick's little-seen wife. Unfortunately she wasn't able to stay for the full duration of the meeting, but it was great to see her nonetheless.

We were also pleased to see **Trevor Fougere**, looking hale and hearty after recovering from a pair of surgeries.

Changes To Last Month's Minutes: There were no changes noted.

Club Treasury Report: The treasury is in fine shape, on a slowly climbing trajectory. Tom has received deposits for the rooms at Los Laureles, along with a long-delayed bill for the printing of the December newsletter.

Club Store Report: Bud brought a variety of merchandise which was available for purchase at the back of the room.

Club Membership Report: Greg was a bit sheepish as he explained that after mailing out all the club rosters, it was brought to his attention that the printer inadvertently left out Page 2! So if your name starts with a "B", you were left out by accident. Greg apologized profusely (not that it was his fault), saying that he have the printer send a supplemental mailing with the missing page. He commented, "I was in a great mood when I got here..."

Club Website Report: As Denny wasn't present, there was no formal report, but the PCNC newsletter was uploaded prior to the meeting date.

Club Motorsports Report: In Bob's absence, several members discussed an upcoming Checkered Flag Racing Ass'n track date at Thunderhill on Monday, 5 May. At least three PCNC members are signed up, and hopefully more will be coming as well. There was hope that the new, 5.1 mile track would be open by then, but it seems highly unlikely now. For sure we will be running the full track with CFRA in October.

Club Library Report: Forest reported that Steve Liebenow donated three binders containing various Ford service manuals (general repair manuals for electrical systems, air conditioning systems, etc. rather than model-specific guidance). He is going to update the full listing of club library contents on the PCNC website soon.

Past Events: We had no events since the previous meeting

Upcoming Events:

Pacific Coast Dream Machines — 27 April: This fantastic show will again be held at the Half Moon Bay Airport, although Tony Blevins will be out of town so he will be unable to host his epic pre-event breakfast this year. See the flyer in last month's newsletter.

Pre-Fun Rally Tech Session #2 — 10 May: Rich Boschert will be hosting a get-together, at his workshop behind his home. Rich's father is an electrical super-guru, so if you have electron issues, you should be sure to attend this one!

POCA Fun Rally — 28 May - 1 June: The proposed plan for our route down to San Diego (which appeared in last month's newsletter) has been scrapped. It was just going to be too difficult to take the coast route, so a new plan has been crafted.

We will head south by various means on the 101, meeting at the Black Bear Diner in Gilroy on Tuesday, 27 May. We will then continue south on Hwy 101, with a pit stop in King City, then lunch at Maggie's Café in Paso Robles.

We will then continue to Solvang, spending the night at the Holiday Inn Express. They offer

rooms for \$99 for a king bed, \$109 for two queens. The hotel has secure underground parking, and a free breakfast. Call them at (805) 688-2018 to make your reservation, and mention the Pantera Club to get these rates.

We should arrive early enough to visit a terrific motorcycle museum right there in Solvang. (<http://www.motosolvang.com>).

The next day, we will continue south on 101 until getting to the Los Angeles megalopolis, where we will hop onto I-5 and continue to San Diego.

We need to start strategizing for our club store operation in San Diego, to include finding a volunteer willing to transport the contents of the store there and back. The actual operation of the club store is 'plug and play', with detailed prices lists, procedures, etc. All we need is volunteers to work the store. If you can help please contact Bud Millard.

PCNC members will be afforded a private tour of NASA's Joint Propulsion Laboratory in Pasadena on the way home (the tour would be on Monday, mid-day). See the tour flyer elsewhere in this newsletter. Attendees will need to provide their names several weeks before the tour, to get the necessary security clearance.

Vintage Mustang Owners of America Car Show — 21 June: PCNC member Tom Hasenberg is one of the organizers of the VMOA annual car show, and he always works to establish a dedicated De Tomaso class. Previous iterations of the show have seen upwards of ten De Tomaso cars on display, so hopefully we can make a good showing this year as well. See the flyer elsewhere in this newsletter.

Blackhawk Museum Tour — 28 June: PCNC will meet for a private tour of this world-class automobile museum in Danville, including an opportunity to position our cars on the plaza for a photo op. After the photo shoot, we will have a docent-guided tour, then have lunch in Blackhawk Plaza. See the flyer elsewhere in this newsletter for all the details.

Monterey Weekend — 13-17 August: While there are no rooms available at Los Laureles, there is a waiting list. The dinner will be held on Friday night, and of course tickets are still available. Deposits have all been collected, and final payment is due by June 15th.

The cost to enter Concorso Italiano has gone up as of 1 March. As the Concorso is now on Saturday, and with Maserati the featured marque at the races, quite a few people have expressed their intent to skip it this year, which is unfortunate.

Monterey corral passes are now arranged directly through the track, not PCNC, and the cost is \$25 for three days. Corral cops will ensure there are no trucks etc. parked in our lot. Laguna Seca should have a website up and running soon where you can order race tickets and corral passes.

Ironstone Concours Weekend — 26-28 September: The application form for the concours is now available from the Ironstone winery website. Kevin Abbey will again be hosting the PCNC contingent and will have an agenda by the next meeting. Hotel reservations are hard to come by, so make yours now!

Other Upcoming Events: Bud has been busy planning future events, including a trans-Sierra tour in October, and an overnight Hearst Castle tour in November. We would travel down Hwy 1, overnight in Cambria in individual cottages, then come home on Sunday. He's also working on a tour of the extensive collection of Oracle CEO Larry Cramer. Stay tuned!

Club Business:

Club Store Manager Volunteer Needed: The club store is now on autopilot, as Bud Millard has fully stepped into the Events Coordinator position. We are seeking a volunteer (preferably a couple) to take on the club store management duties.

Passing The Hat At Club Events: A lengthy and sometimes heated discussion took place surrounding the club's new practice of putting out a 'tip jar' at club events to collect donations to help offset the expense of staging an event. While some people are in favor of the practice (especially considering the fact that until recently, our club was running at a deficit), while others were strongly opposed to the idea. Gary Kono was particularly incensed at the idea that if he hosted a party for club members, they would be expected to pay to attend.

Valid points were raised supporting both sides of the issue, and the board will revisit the policy and decide how to proceed.

Buy/Sell/Swap:

Edelbrock Performer 4V Intake: Lori Drew was cleaning out her house and found a box under the bed containing an Edelbrock Performer 4V intake for a 351C, which is ironic since she bought one for her car several years ago! So this surplus intake is now for sale, asking \$150 or best offer.

351C Block For Sale: Patrick King has a standard bore 351C two-bolt block for sale.

John Colombero Parts Stash: John has loads of extra Pantera parts he's collected over the years which are going to be offered up for sale. Brent Stewart will root through his collection and bring a listing of parts and prices to the upcoming meeting.

Classic & Sports Car Magazines: Mike Drew brought a pile of magazines from the UK, as well as some from the USA, for people to take home. About half of them found new homes with interested PCNC members; the others were deposited in the waiting rooms at a local hospital.

News, Clues and Rumors:

Cars & Caffeine at Club Autosport: This car show featured over 300 cars, including several Panteras. Some of the Panteras made some rather spectacular, crowd-pleasing exits too.

Mangusta On Deck: Greg Taylor proudly reported that his restomod Mangusta was lowered onto its own wheels and tires for the first time in seven long years! No promises as to when it will be running, but he's making progress!

Howard Renshaw Visit: Howard and Sharon moved to Nebraska quite some time ago, but have retained their PCNC membership. Out of the blue, Howard phoned Mike Drew just to say hi, and said he was itching to take a road trip. He will be driving out to California in June, and is timing his visit so that he can attend the June PCNC meeting!

Insuring Your Parts: Tom Galli has his Mangusta insurance coverage through Hagerty; he found out the standard policy only covers \$750 in spare parts. Among other things he has a

spare ZF gearbox which is worth at least ten times that much. He was able to get \$20K in spare parts insurance for only an additional \$60 per year. If you don't have receipts for the spare parts you have, they will accept photographic documentation. He said that some (many?) homeowners insurance policies do not cover car parts. If you don't know for sure, you had better check!

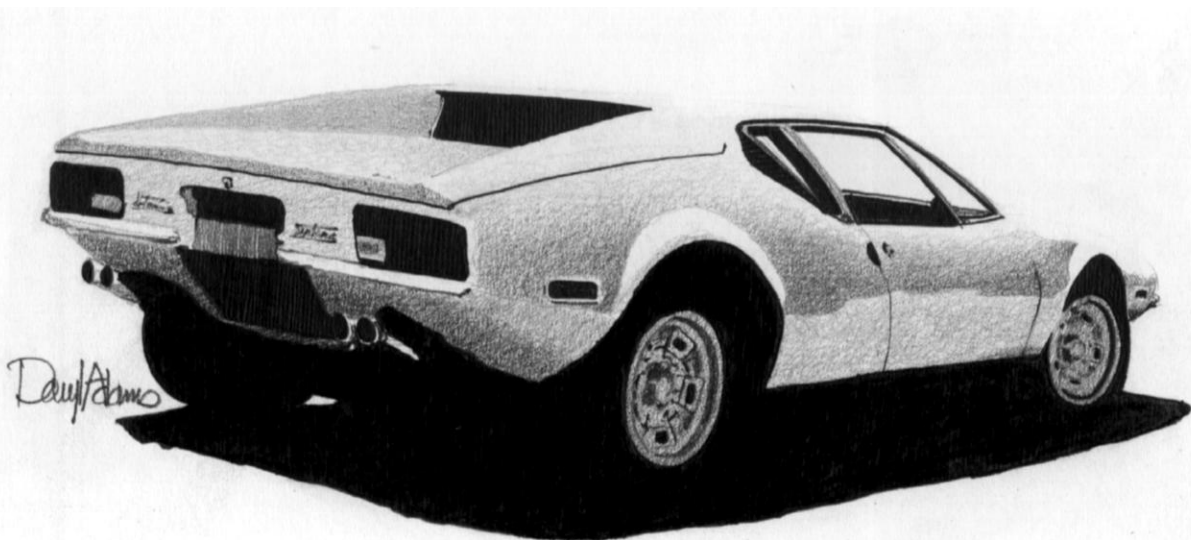
De Tomas?: Brent Stewart was recently at lunch with a 98-year-old Italian immigrant. Naturally, Brent was wearing his De Tomaso shirt. The old fellow saw it and burst out laughing. Upon inquiring, Brent learned that 'back in the old country', the generic term for the village idiot was "de Tomas"!

Darryl's Clutch Woes Continue: Darryl Johnson continues to struggle with how to adjust his clutch. Now he's got it set so it fully releases, but it is slipping at 4500 rpm—the presumption among the crowd is that it is now partially depressed all the time, which will do the throwout bearing no good either. Hopefully he'll get it sorted at the upcoming tech session.

Raffle Results: Uncharacteristically, Brett Santos wasn't at the meeting, so Brent was ably assisted by Garth Rodericks. They passed the hat, with the following results:

Ipad-controlled R/C helicopter — Russ Britschgi
Craftsman tool bag with tools — Brian Bernard
De Tomaso ceramic coffee mug — Patrick King
Drill bits — Ron DeMaderios
Screwdriver bits — Ken Levin
Digital air gauge — Diane Silven
De Tomaso Only parking sign — Trevor Fougere
Bottle of wine — Gary Kono
De Tomaso logo can cozy — Jim Kuehne
Machete — Rich Boschert
RPM alarm clock — Larry Finch
De Tomaso flag — Russ Britschgi

The meeting adjourned to the parking lot at 9:40 p.m.



A Few Thoughts from the President

by Russ Britschgi

As President and the person who is supposed to keep the meeting running efficiently, I guess I need to apologize to those who attended our last meeting at Coco's. I got us started on the topic of charging an "event fee" for attending each and every event we have. I wanted to get some input from the general membership and that happened. It was all good with lots of different points of view on how to handle the cost of events.

The number of comments was wonderful but consumed a lot of time, making the meeting run a little long. I finally needed to cut off the discussion. The topic was left open with the idea that we would still ask

for event fees as a voluntary donation until more data is collected on event costs, and a fair and equitable plan for the use of funds so collected can be written and approved by you.

But now on to the fun things. First of all a big "Thank You" to Greg Taylor, Diane Silven, and Bud Millard for the Brizio Tour and Lunch on March 29; to Chuck and Lorie Banks for inviting us to join in on the ESCA April Fool Rally on April 6 which raised over \$600 for Canine Companions; and to Bob Benson for opening his shop for our first tech session of the year on April 12.

In the short-term future we will be having another tech session at Rich Boschert's on May 10; the

drive to the POCA Fun Rally in San Diego starting on May 27 and the tour of the JPL facility on the way back on June 2; the Vintage Mustang Association car show on June 21, and a tour of the Blackhawk Auto Museum with our cars on the patio in front of the museum and a lunch to follow on June 28.

Look at it this way: there are virtual clubs that exist only on the internet, and there are clubs in which people actually get together and do things. This club is about getting together with a lot of good people, with the cars being the glue that holds us all together. Come and join us.

Happy motoring!

Membership News

New Members For April

There are no new members in April.

April Membership Anniversaries

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

Mike Drew: 25 Years

Glenda Perrucci: 14 Years

Rich Walling: 13 Years

Jeff Files: 7 Years

Gary Spratling: 7 Years

Dennis and Carol Wilson: 7 Years

David Luckenbach: 4 Years

Brian Welch: 3 Years

Lee and Heide Hinckley: 18 Years

Michael Anderson: 13 Years

Garth and Leslie Rodericks: 11 Years

Tony Guinasso: 7 Years

Brent and Bev Stewart: 7 Years

Don and Denise Bockman: 4 Years

Richard and Tamara Spratling: 3 Years



CORRAL AT MONTEREY HISTORICS

by Larry Finch

There will again be a De Tomaso parking corral at the 2014 Rolex Monterey Motorsports Reunion this coming August 15-17. As was initiated last year, Laguna Seca is handling all corral parking pass purchases in-house. The days of the various marques handling their respective corral and admission tickets are over.

All corral passes and spectator tickets must be purchased directly from Laguna Seca. This is done online (or by telephone) by each individual buyer. To complete the process online, you will need to not only create a Mazda Raceway account for your order, but then create a Ticketmaster account to process your payment (if you don't already have one).

To order, go to:

<http://www.mazdaraceway.com/>

Click on the "BUY TICKETS" link in upper right corner. Scroll down to the Motorsports Reunion section, read the information, and click the "GET TICKETS" link. Select your admission tickets (one ticket for each person). Then scroll down to find "Corral Parking" and "Pantera corral" (one three-day pass for each vehicle). The pass **does not** include admission to the races—it is only a parking pass.

Make your selections and then click the "ADD TO CART" link.

Now you will get a pop-up window and have to create your Mazda Raceway account.

Once that is accomplished, you will see your order details. Select your delivery preference: "standard" is USPS mail delivery. Note there is one \$10.00 per order service fee. Next, click the "CHECKOUT" link.

This will take you to the Ticketmaster payment page where you again get to fill in multiple sections to create your account.

Click the "SUBMIT ORDER" link. You're done with your order.

Tickets will arrive at your delivery address prior to the event.

PLEASE NOTE: I have always cautioned those attending in BRAND X cars that the corral is officially ONLY for cars of our Marque. While previous enforcement of that rule has been non-existent, this year you may find your BRAND X car denied corral area entry. You can avoid that disappointment by buying a VIP Parking ticket for \$75.00, which allows three-day parking in another flat, paved area near to the corrals.

Optima Ultimate Street Car Invitational

Story by Bob Benson

Photos by Mike Drew, Scott Siegmund and Optima Batteries

As far as I'm concerned, my Pantera is just waiting to run in various events since I have modified the suspension, motor and brakes. As Mad Dawg would say, "Life is all about racing—everything else is just waiting." I know he stole that from someone...I think from Steve McQueen.

There have been various events that have been on my bucket list to run with the Pantera that I have been marking off as time goes on. Five years back Optima started running what they call the Ultimate Street Car Invitational. I watched this event evolve over the years and at first it was mostly comprised of cars that various parts vendors would bring to the SEMA event and then be invited to run their cars in the invitational. I started my quest to become a contestant in this venue many years back, sending e-mails every year to Kinesis Wheels to see if they would be my sponsor. I had two sets of their wheels and figured it was worth a shot...unfortunately they have gone out of business or were bought by a larger firm.

Last year while reading one of the writeups on the event in a magazine, I found the e-mail address of the coordinator for the event, Jimi Day. I started e-mailing with an introduction, pictures and a statement of my willingness to run in the event. I then started telling about previous events I had campaigned, such as the Silver State, Virginia City Hillclimb, Pantera and Shelby events. I offered to take him to the Hill Climb, Concorso Italiano etc....still no responses.

Then after about six or seven e-mails spaced out biweekly. I got a one-liner back, asking what event I was campaigning next? He really wanted



Mike Drew

I had plenty of help from fellow PCNC members to get ready for the challenge

me to run the Silver State again but I was more of a hillclimb/track guy—I sent videos of running at Laguna Seca, running at Firebird Raceway etc. All went quiet for a while again, then out of the blue he asked for a brief summary on the car and a couple of good pictures. I was on the short list.

I would read where they picked two cars from the Silver State, two from a Good Guys event or the Hot Rod tour, and I kept waiting my turn. The last day of selections came and went and I did not hear anything. I figured I was out and started planning for other events. Then one day about 3 1/2 weeks before SEMA, I got the call that the Pantera was selected. He made it a point to let me know it was the first Pantera ever selected to run the event.

I thanked him and he said I would get some info and a questionnaire soon, and I needed to get it turned around

quickly to meet deadlines for publishing etc. I needed to do a bunch of little things and a few larger things on the car to get it ready. I had just changed the halfshafts so they were good.. The brake pads were new but the front rotors were checked so I ordered up a set. I went to pull the rotors and pulled something in my back instead! Not good with a million things to do.

My fellow Pantera buddy Richard Boschert came to the rescue. Mike Drew also brought a fellow Pantera owner from New Zealand by to look at the cars so we turned it into a mini tech session/New Zealander welcome party.

I ordered new tires as the event requires 200 treadwear rated DOT tires—I have been running DOT road race tires 0 treadwear slicks for the last six years both on the track and on the street. I pulled the wheels and painted the insides to clean things up, and I touched

up or basically hand-brushed semigloss paint on the underside of the car and wheelwells.

We changed plugs, oil, gear lube, new safety harnesses, fixed the door latch on the passenger door so it would open from the inside, cleaned the seats, carpet, trunk carpet and wiped down the car. I had some new vinyl graphics made as some of my stickers had to come off if they were not a sponsor at SEMA. I also put a crossover tube in the carb and lowered the rear bowl as the car would tend to stall in a fast stop...not good for one of the challenges. I also lowered the primary jets in the carb down from 88 to 84 as it puts more snap in the car. I had it that way for many years to calm the beast down on the street so it was a little harder to blow the tires off.

I worked on the car until just before I left and it was ready. I was worn out but I had a week to spend at SEMA before the Challenge that happens the day after the SEMA show. I had always wanted to go to SEMA so that was a bonus to the invite. They gave me two entries to SEMA and the Challenge so I invited my buddy Rich to come along.

They wanted the car there on a Monday morning for placement so I headed down on Sunday and spent the week at the Orleans (our old POCA Fun

Rally venue) since it was trailer-friendly.

The next morning I drove over for placement along with everyone else who had a booth, car, etc. Not too bad as I was early enough...some



Optima Batteries

We brought the cars to the convention center as dawn broke



Optima Batteries

Rich was a huge help detailing the car after I was parked



Scott Siegmund

I was positioned right in the front, and got to meet thousands of people as a result

of the sponsored cars were already there and finally they started placing the cars.

The Pantera was placed at the front of one of the rows so all could see it. We had a small orientation and were given some stickers to place on the cars and told to set up our interview with the TV coverage personnel.

We all worked on putting our decals on cleaning the cars and meeting everyone. Then off to look at the SEMA show. For those who do not know, the SEMA show is the largest automotive trade show in the world. It has hundreds of thousands of square feet of booths, ven-

dors etc. The first building I went into was nothing but tires and wheels. I walked for almost two hours and never really saw everything. They were still setting up booths etc. (the show starts on Tuesday) and it was pallets, wiring, forklifts everywhere.

I went to the Hot Rod building as we were to meet there on Wednesday at 10:00 a.m. in the Optima Booth. That is where they put some of the big dogs, including last year's winner, a twin-turbo Viper, Porsche, Nissan GTR and Mercedes SLR. That building had most of the vendors we all know like Holley, MSD, every shock manufacturer you could imagine. It was also full of feature cars that were specifically built for the vendor to show their wares Royal Purple had the Ring Brothers Pantera that was to be unveiled on Wednesday at 4:00 p.m. I took a few shots when they had part of the covers off and sent it out to my Pantera buddies. In another booth Ring Brothers

had a carbon fiber-bodied 65 mustang.

There were cars there by Chip Foose and other notable names. It was like being in car Disneyland. On Wednesday we were introduced and given our official Optima Challenge credentials. Wednesday night I picked Rich up at the airport and we had dinner. The next day we took the monorail down to SEMA and I turned him loose on the various buildings, while I walked some of the time or just waited by the car and answered questions.

I did my interview with the film crew who thought the Pantera was the coolest car in the Challenge. We went to the Optima booth and received a Mac tool case, full of tools, Optima battery charger and many other cool items. As a thank-you to us they also had Topps baseball cards made up with pictures of our cars along with their specs.

They announced the ten cars that were picked off the showroom floor to run the Challenge. Then another great

dinner and off to bed.

Friday we were to lead all the cars out of SEMA on a cruise down Las Vegas Boulevard in rush-hour traffic. We passed thousands of people in the parking lot and down the street shouting and with all of us revving our engines. The cruise was to show that the car was street-worthy and would not overheat etc.. One 442 broke his rear end on the cruise so he was out. We ended up at Shelby's for a snack and tour. Then back to the hotel, gas and load the car on the trailer, as we were to be a Pahrump at 5:30 a.m. the next day.

We set our alarm for 3:30 and pulled into Pahrump at 5:30 a.m. They directed us to a place to unload and get ready for Tech. The Pantera was good except the turn signals did not work for some reason. Gary Patterson from Shelby wrote it down and I never heard anything else about it! We went to the drivers meeting and had breakfast at the



Scott Siegmund

At the end of the SEMA show, the cars in the Ultimate Challenge were the first to leave, and we all had to cruise down Las Vegas Boulevard for an hour and a half. This was no problem for the Pantera, but some of the more radical entries had big problems with overheating, and some cars were eliminated from the competition before it even began!

same time. Then out to the Track for some low speed (70-80 mph) laps to learn the circuit. Rich said a few were out in the dirt already. Then back in where we were broken into three groups.

I was in the second group to hit the autocross so I was able to wait a while and watch others do their thing. When my turn came they put cameras in the car on the car and had Goldberg talk to me. His job was to get you stoked up and go for it.

My first run had a good launch and through the turns but the third turn was tight and I were hard on the brakes. The car stumbled and I finally got it going but hit a cone and was not real happy with my



Scott Siegmund

A wide variety of hot rods and street machines made for some very stiff competition. Some cost the owners upwards of \$500K to build!



Scott Siegmund

Rich gave me some encouragement as I waited for my last autocross run

performance on the run.

The next run I walked it around the stumble part and past the cone hit from last time but the car spun. Not the same tires as what I was used to for the past six years! The last run was smooth but not as fast as the second as I needed a clean run. I had Pantera people from Southern California watching us, and a guy from a website called Lateral G that was shooting the car for a feature. Needless to say I was a little disap-



Scott Sigmund

I tried my hardest in the autocross, but was not used to the handling characteristics on street tires, and my performance was not as strong as I would have liked. I had to hope to make up for it in the other events

pointed with my performance.

Next was the track event, featuring three timed laps with one warm up lap. I decided that since I spun the car I would back it down just a bit as I was not sure about where my tires would hold. I am not sure that was a good idea as that was my worst placing in the challenge, but at least I kept it on the pavement. The start line had another interview and then a camera car behind me so the start had to be impressive.

I then went back to the pits and we dropped the rear floats down a little more as the stop box was next, and the hardest to do. My



Optima Batteries

After pushing too hard in the autocross, I backed off a little bit in the track event

launches were great and I downshifted at the evil turn and charged back hard. To my disbelief this was my best challenge, where I earned 12th place.

They held me at the line when I first went to run as the helicopter drone camera man really wanted to shoot the car. He was changing batteries or something so they finally said to go ahead. Finally they did a one minute design review (they had 60 cars to do) for points of the modifications you did to the car. I discussed the Wing, front splitter, lights, exhaust and wheels. Some of the cars were \$300 to \$500k sculpted masterpieces, but the Pantera was liked by all.

I remember thanking Jimi Day about five times that day and his response was always, "Everyone loves the Pantera!" A writer from *Popular Hot Rodding* came over to me and asked me if he could do a photo shoot of the car, so afterwards I went to their corner of the pits and they shot the car. I tried to wipe the car down but they wanted to have it as run. They later asked for some info in an e-mail and did a real nice write-up in their April issue along with 11 others at the event.

This was a group of many car guys doing what they want with the cars they love. The support from other Pantera



Scott Siegmund

The pro-driven AMG Mercedes wagon was faster than my Pantera!

owners was great and my biggest fear was breaking the car, but it was rock solid. I met a few of the other drivers and they all had great attitudes and were just all-around car guys. I actually knew the overall winner, a guy named Brian from Fremont, California. I first saw him when he was first starting to autocross at 16 years old in his dad's '65 Corvette. He and his dad are great people and the car is almost the same as it was when he first started driving it

over 25 years ago.

This was a great experience that I will never forget. Here are my numbers: Autocross, 23rd place, Hot Lap Challenge on the track, 31st place, Speed Stop, 12th place, Design Challenge, 22nd place.

I placed 27th overall, not bad for a guy that autocrosses his Pantera only once every five years, and for a car that is 40 years old.

Optima has now formed the Ultimate Street Car Association and they have a series of qualifying events that lead to the selection of the 2014 Challenge. I want to bring my Firebird to one of these Challenges but it keeps breaking. I might have to go back to the old reliable Italian car—the Pantera.

I forgot to mention they did televise the event on Dish network's channel 214. The Pantera is shown in the advertisement for the show. It also was seen many times in the one-hour show, with several interviews of me. They really did like the Pantera!



Scott Siegmund

I was surprised that my best performance in the competition was in the stop box, despite the fact that I accidentally locked up all four wheels and got a little sideways



PCNC Pre Fun Rally Tech Session

Get your car ready for the San Diego Fun Rally.

Diagnose and/or repair electrical gremlins.

View and play with various electrical gadgets, such as Tesla coils, Vandergraft generators, Jacobs ladders.

Bring a car, bring some food, bring some fun

Plenty of space to play with the cars, covered or uncovered.

Good selection of tools, mechanical, electrical knowledge on site.

Pool, hot tub, BBQ, tables, chairs, etc. on site.

What: De Tomaso car prep & BBQ

When: May 10, 2014

Where: 16310 Shannon Road, Los Gatos 95032

Time: 9am-whenver the car/BBQ is done

Other: Richard's cell # (408) 836-7761



37th ANNUAL VMOA CAR SHOW

WITH

NOR CAL SAAC

SATURDAY JUNE 21, 2014

at De ANZA COLLEGE

(STEVENS CREEK BLVD. & STELLING RD.)
CUPERTINO, CA

CELEBRATING
50 YEARS



of
MUSTANGS



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

Fee for entries postmarked by 6/12/14:	\$35 for 1st car (includes T-shirt) \$25 for additional cars (without T-shirts)
Fee for entries postmarked after 6/12/14:	\$45 per car (includes T-shirt)
Pony Corral (Cars for sale):	\$25 per car (does not include a T-shirt)

Registration: 8:00 - 10:00 AM

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

Awards Presentation: 2:00 - 3:00 PM

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

Note: VMOA reserves the right to reclassify your car if we deem that it was entered in the incorrect class.

For additional information:

Call Tom at (408)374-4966

email: CarShow@vintagemustang.org

<http://www.vintagemustang.org>

P.C.N.C.

BLACKHAWK Museum Tour & Lunch



Saturday, June 28, 2014 at 10:00 a.m.
at the Blackhawk Plaza in Danville, CA

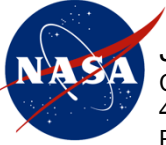
- ☞ We will meet at the upper plaza in front of the museum for a photo session so bring your Panteras and your cameras because there is sure to be some great photo ops.
- ☞ After the photo shoot, we will have a docent-guided tour of the museum.
- ☞ We will then proceed to the Prickly Pear Cantina located within the Blackhawk Plaza for a nice lunch.

Please R.S.V.P. to Bud Millard @ (650) 697-6894 or bmillard601@comcast.net

Directions to Upper Plaza: From 580 take Crow Canyon Rd. East and go 4.2 miles, and then turn right on Camino Tassajara. The first left (at the Century Blackhawk Plaza Theatre) is the entrance to Blackhawk Plaza. The 2nd right takes you into the main parking area where you will then go left up the hill to the first lot on the left where you will be directed to the upper plaza.

See you at Blackhawk! 👍





Jet Propulsion Laboratory
California Institute of Technology
4800 Oak Grove Drive
Pasadena, CA 91109

Terry W. Himes

Spacecraft Engineer for Deep Space Missions
thimes@jpl.nasa.gov 818-653-8213

Wheels On Mars

Exploring Mars and the Solar System

Inside Tour of JPL for
Pantera Owners Club of America
June 2nd, 2014

Must Sign Up to attend the Tour by May 19, 2014 to clear security.

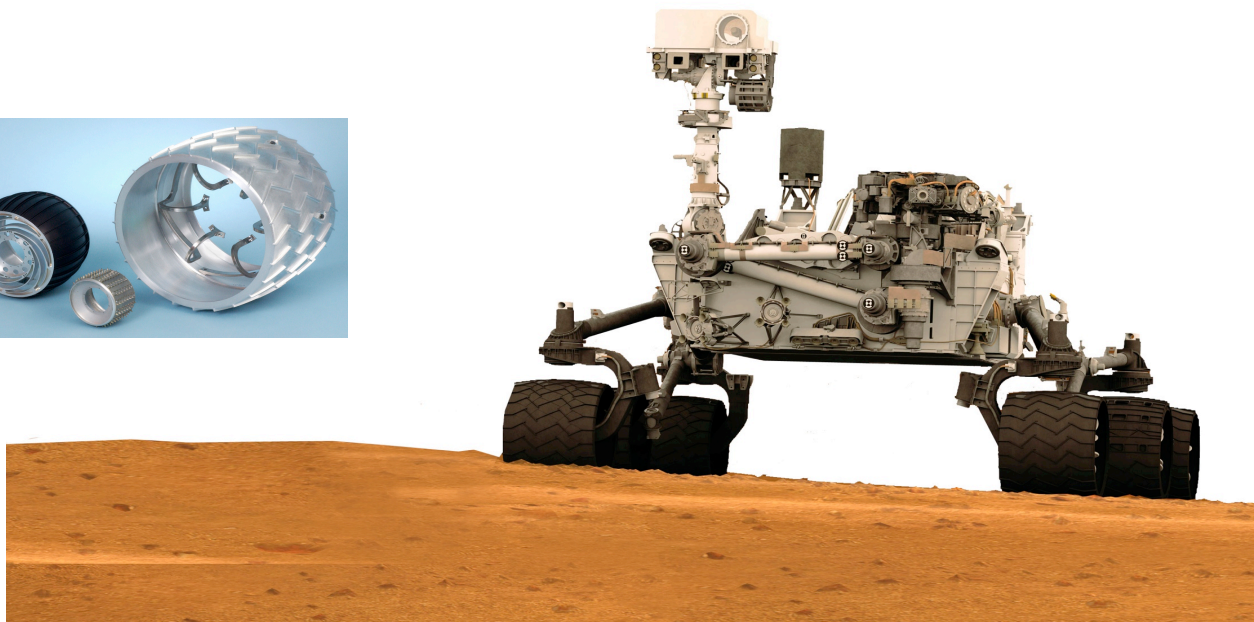
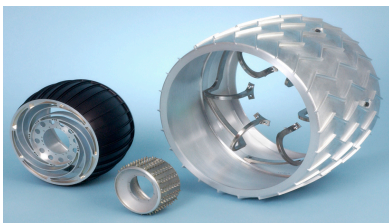
Please contact Mike Becker with the following information;

- First Name:
- Last Name:
- Email Addr:
- US Citizen: Yes/No (if no Mike will need more info)
- Under 18: Yes/No

You MUST bring your Drivers License (Or Passport) when you arrive, June 2nd

(Absolutely under NO circumstances will security let you in without proper ID)

Contact Mike Becker mikebecker@cox.net or 619-804-3757





Greg Taylor
730 Walnut Ave.
Burlingame, CA 94010



NEXT CLUB MEETING

**THURSDAY, April 24th, 2014
8:00 P.M.**

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

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

April 27 ----- Pacific Coast Dream Machines Show

May 10 ----- Pre-Fun Rally Tech Session #2 (Rich Boschert)

May 28-June 1 ----- POCA Fun Rally (Bud Millard/Judy McCartney)

June 21 ----- Vintage Mustang Owners of America Show (Tom Hasenberg)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH