

pantera
CLUB OF NORTHERN
california



A Chapter of POCA

news

www.PanteraClubNorCal.com

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Minutes of Meeting 25 May, 2017

The meeting was called to order by the president at 7:35. Besides the president, only one club officer was present, Brent Stewart. All the other officers were absent for one reason or another. Perhaps owing to the POCA Fun Rally taking place the following week, meeting attendance was unusually light, with only 17 members and one Pantera present.

New Members/Guests: There were no new people this month.

Changes To Last Month's Minutes: The meeting date was mistakenly shown as being on the 24th of May, rather than the 25th.

Club Store Report: Irene and Marcus notified John that they were all packed up and ready for the POCA Fun Rally. They would be arriving in two vehicles—their Pantera of course, and a big van to hold the contents of the store.

Club Treasury Report: Larry told John that there had been no cash outlays in the previous month, and only one deposit, the quarterly POCA dues rebate, so our treasury remains healthy.

Club Membership Report: As Lori was absent, there was no report.

Club Motorsports Report: Brent didn't have any new motorsports information to share, and Bob was absent.

Club Library Report: There were no additions or subtractions from the library.

Club Website Report: The newsletter was uploaded to the website by Denny this month, as Mike was away from home and having computer issues.

Past Events:

Academy Of Art University Car Collection Tour: Bud Millard spoke briefly about this event, which was a huge success. The collection was great, almost to the point of being totally overwhelming. We only visited one of the two sites available, but there was still plenty to look at!

Look for the article elsewhere in this newsletter.

Upcoming Events:

Mozart Foundation Automobile Museum Tour — 22 July: John Mozart is an exceptionally successful real estate tycoon, who has developed over 6 million square feet of commercial property and built more than 2,000 single-family homes in the silicon valley. He spent his incredible profits wisely, by building one of the greatest car collections in the nation, ranging from early 1900s unrestored cars to a Ferrari 250 GTO.

Bud Millard has arranged for our club to gain access to this incredible collection, which is located in Mountain View off Shoreline Boulevard. There will be a self-guided tour which should take about two hours, and afterwards we will be traveling to a nearby collection of vintage race cars owned by Steve Sorenson, and hot rods owned by Jim Holmes.

Steve Sorenson has kindly agreed to provide lunch to everyone, so it is especially important to RSVP to Bud Millard. See the flyer elsewhere in this newsletter.

Monterey Historic Car Week — 17-20 August: The early-bird discount price deadline for Concorso Italiano has already passed. Supposedly they will now require online registration (no more mailing in a check and a paper application), although they will accept registrations at the gate at a fantastically higher price.

One of the best car shows in Monterey is in downtown Carmel on the Tuesday; it is also free for spectators (and outrageously expensive for entrants).

The information for Los Laureles is in a flyer elsewhere in this newsletter. All our rooms are spoken for already, but we do have a waiting list, and in the past people have had luck getting in that way, although often on very short notice. We have also generated a two-page flyer that

shows many of the events that take place on the Monterey peninsula during the weekend.

Ironstone Rooms: Larry Finch relayed to John that most of the hotel rooms in Murphys are already booked up for the weekend of the Ironstone Concours. If you have even the slightest ambition of attending, you owe it to yourself to secure lodging sooner rather than later!

We have reservations for 30 people for dinner at Grounds Restaurant on Friday night, and Rob's Diner for Saturday night. Let Steve Dalcino know if you are planning on attending.

Club Business:

Club Bylaws Vote: The proposed changes to Article III of our bylaws were published in the last newsletter; there was little discussion and there were no suggested changes. The final version of the proposed changes appears elsewhere in this newsletter, and will be e-mailed along with a ballot via E-blast. Members can vote in person at the June meeting; the final vote tally will be on July 15th and results will be announced at the July meeting.

Buy/Sell/Swap:

Steve Liebenow Selling His Mangusta!: After 18 years of ownership, Steve has decided it's time to send his Mangusta on to a new owner, and instead become a Pantera owner. If you have ever had ambitions of owning a running, driving Mangusta (arguably Steve's Mangusta has seen more actual use than any other example in the country in recent years), contact Steve for more information.

Radiator For Sale: Bud Millard has a radiator available from his '72 Pantera.

News, Clues and Rumors:

Fantastic Pantera Race Videos: Walt Miranda stumbled across a Youtube channel run by a fellow named Giuliano Palmieri, an Italian who has what appears to be one of the 14 original factory Gr4 race Panteras. He competes in Italian hillclimb and pavement rally competitions, and the videos show him absolutely beating the car within an inch of its life, rocketing up impossibly narrow country roads, or through ancient stone villages. Some of the videos are from the driver's perspective. Just search Youtube for "Giuliano Palmieri" to see them.

Brent's Pantera Getting Better: Brent received new fiberglass bumpers for his Pantera that is for sale (see the flyer elsewhere in this newsletter) from Kirk Evans. He has sanded them and is about to put the final coat of paint on them. He likely won't fit them before the Fun Rally, but if the car hasn't found a buyer by then, he will install them shortly afterwards, and then the price will go up!

Playing Cars With Jay?: It was mentioned that Mike and Lori Drew weren't at the meeting, because they had flown to Canada to spend a couple of days with Jay Leno, test-driving various collector cars with him outside of Calgary....

Driving For Dinner Raffle: As Walt was the only Pantera driver in the crowd, there wasn't much suspense in this month's raffle.

Raffle Results: The theme for this month's raffle was "Getting Ready For Monterey". Brent and Brett passed the hat with the following results:

- Craftsman Tool bag with car cleaning supplies — Brian Bernard
- Oil Change Device & Mechanics Gloves — Lee Scales
- Bottle of wine — Steve Dalcino, Diane Silven
- Niello Concours Shirt — Lou Brizzolara
- Breathalyzer — Walt Miranda
- Craftsman SAE Wrench Set — Brian Bernard
- Bottle of Spray Detailer — John Tomlin
- 12-in-1 Multitool — Brian Bernard
- Jumper Cables — Dennis Valdez

The meeting adjourned to the parking lot at 8:18.

Membership News

New Members for June:

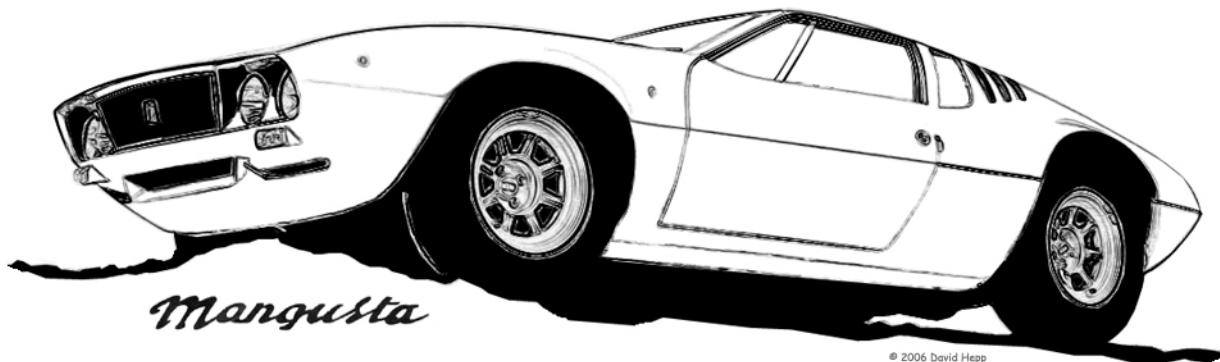
We have no new members this month.

June Membership Anniversaries:

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

Brian Bernard and Estela Romo: 25 years	Les Morgan and Cheryl Pastore: 23 years
Steve and Merry Dalcino: 18 years	Rob McMullen: 10 years
Matthew Kelleher: 7 years	Lysianne Doute: 6 years
Lou Brizzolara: 4 years	

Reminder: You can renew your POCA/PCNC membership online at www.poca.com. Click on the 'Renew' tab and follow the prompts.



PCNC Bylaws Amendments

The PCNC bylaws have not been updated for years, and arguably are now woefully out of date. In response to several member requests, the PCNC board has agreed to take on the not-inconsiderable challenge of updating our bylaws. Two Articles have already been discussed and voted on.

The next topic will be Article III, covering Meetings and Voting, with the proposed revisions appearing below. Discussion and proposed changes to these amendments were made at the April meeting (there were none), the proposed final text appears below (and will e-mailed separately) and the vote will be held at the June meeting. Members who are unable to vote in person will be afforded the opportunity to do so via mail, by sending in a proxy ballot (which was e-mailed together with the final corrected text).

Article III of our bylaws appears below, with the proposed changes embedded within. Existing text that is to be stricken is annotated with ~~red strikethrough~~, while new proposed text is in green:

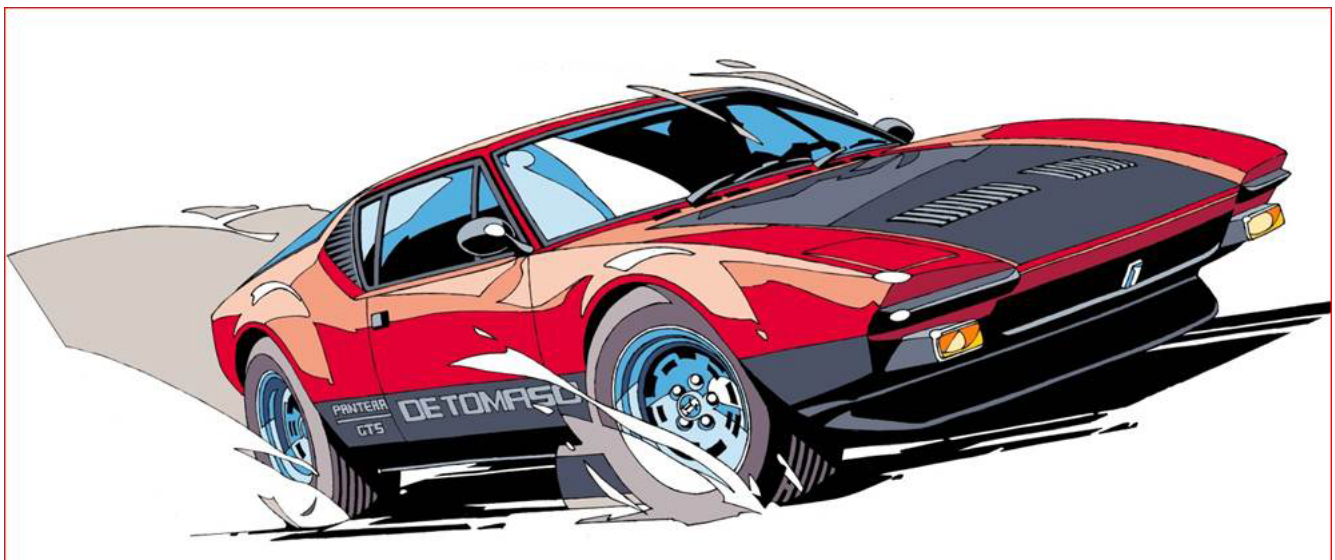
ARTICLE III Meetings and Voting

Section 1. Meetings of Members

Monthly meetings of the members shall be held at ~~8:00~~ 7:30 p.m. on the last Thursday of each month or at such other time and day as may be set by the Board of Directors, and special meetings of the Members may be called and held as may be ordered by the Directors or by Members holding not less than one-third of the voting power of Members. Notice of a change of time, date and/or location of a monthly meeting and notice of any special meeting(s) shall be published in the PCNC Newsletter and shall be e-mailed to the general membership at least two weeks prior to any such meeting so changed or called. This notice shall include the time, date and location of such meeting. The notice shall also include the reason for the change and/or the purpose of the special meeting.

Section 2. Voting

All Regular Members, ~~and~~ Associate Members, ~~and~~ Dual Members shall have equal voting and other rights. Each ~~Regular member and each Associate Member of PCNC~~ shall be entitled to one vote, which may be cast in person or by proxy.



Pantera For Sale #6855

Brent Stewart
Brent.Stewart@yahoo.com
(408) 768-0649

1974 (build Nov '73) Pantera
"L" (with bumpers removed)
with 44k miles
Asking \$79k

Previous owner: Doug
Johnson, PCNC

Details of work done:

Engine/Bay/Cooling -
New 351C engine with
Trickflow Aluminum Heads
rated at 425+hp with less
than 1000 miles.
Custom Chuck Nuytten
carburetor ([http://
www.chucknuytten.com/](http://www.chucknuytten.com/))
MSD electronic ignition and
distributor

New starter
10 QT oil pan

New McLeod clutch and flywheel

Complete ZF transaxle rebuild and stock restoration, safety-wired

Long-throw slave cylinder with braided line

New aluminum camber bar

Re-carpeted trunk

Fluidyne lay down aluminum radiator, dual Spal sucker fans, stainless steel radiator
tubes and overflow bottles

Mind Train Big Throat Headers

Custom fabricated Stainless Steel exhaust system with OBX mufflers

Front Trunk -

New carpet and mat

Front mounted air conditioning system including new compressor and hoses

New Headlight motor and brass gears

Optima battery

Exterior -

Complete body and paint, including engine bay in GTS red/black colors



Tjaarda Torino 17" wheels and Toyo tires (<http://www.pim.net/92102tjwheel.htm>)
Carello Group 4 Tail Lights
Halogen headlights
GTS Antenna

Interior -

Complete carpet and insulation
Complete leather interior upgrade
Lecarra 3-point steering wheel
Alpine AM-FM-CD stereo system
4-point racing seat belt assemblies
Keyless entry with alarm system
New VDO gauges
Pantera Electronics fuse panel (<http://www.pantera-electronics.com/fuse%20panel.htm>)



Suspension -

Complete suspension rebuild with new axles
New half shafts, all new bearings and seals
Custom made shocks and spring package
New sway bars and end-caps

Engine runs extremely strong, no cooling problems at all. The new springs and shocks give this one of the nicest rides I've ever felt.



Canepa Motorsports Tour and Lunch

Story by Brent Stewart

Photos by Brent Stewart and Dennis Valdez

If no Panteras show up to a PCNC event, is it still an event? That was the question we had to ask on April 8th as the poor weather kept all Panteras away from the first Canepa Cars & Coffee event of the year. Several PCNC members did brave the harsh conditions in vehicles more suited for the elements and were treated to the standard amazing collection of



Only in our dreams would we find an original, unrestored Ford GT40 parked in a garage....

cars and “cars in progress” at the Canepa facility. Besides the normal smattering of Ferraris, Cobras, and assorted Porsches, of note was the recent arrival of an original GT40.

I thought it was pretty interesting, as the GT40 was really beat up, sitting in the back corner, but still drawing a

good size crowd. I didn't think much more about it until I went outside and ran into an acquaintance of mine (Brad) that had braved the weather to show off his beautiful Bronco. He asked me if I had noticed the GT40 in the back and if I knew the background on it—he proceeded to relate the story. He is friends

with the guy who works at Canepa who is slated to start work on it once he is done restoring a 1951 Ferrari. It was a “garage find” in LA where the owner had acquired “Salt” Walther's race car in 1975 and it sat parked since 1977 due to engine trouble. Reportedly the new owner paid \$1M, and has budgeted



The parking lot was filled with a wide variety of fun and interesting vehicles, including this immaculate ‘restomod’ early Ford Bronco



The Ford theme carried on inside; besides the usual Cobras and Shelby's, we spotted this ultra-rare 1986 Ford RS200 all-wheel drive rally car homologation special

\$1M for the restoration, at which point the expected value will be \$7.5M. (The full story can be found here: <http://restomods.com/revisiting-the-buried-and-forgotten-ford-gt40-2664/>).

As I was walking through the back room, where many of the cars are being restored or repaired, I couldn't help but have some level of faith restored in humanity. Or, at least petrolheads. Each disassembled car has a rack next to it with a myriad of parts meticulously labeled and usually bagged. A chrome hood latch from a 1951 Ferrari. An intake bolt from a Porsche 917. Any number of wonderful mementos that would be proudly displayed as "unobtainium" in someone's curio cabinet. I just don't understand how there isn't "disappearance" of these trinkets, but in talking with the receptionist, it just doesn't seem to be an issue. And the fact that Canepa has been hosting these events for many years, the benefits must outweigh the risk for them. It made me kind of proud to be part of this community.

Then it was off to Gary and Mary Anne Kono's house where lunch awaited. It was, of course, their famous pulled pork! Just walking in the front door, your olfactories were tantalized with the culmination of years of amazing cooking. The sweet smells of the pork slow cooking in the juices of a recipe that is a generations old family secret immediately elicited a salivation



The workshop was clean as an operating room and filled with magnificent cars

response, not dissimilar to that of Pavlov's dogs. The Kono's know how to host a lunch! But first, we had to gird ourselves for the gauntlet of appetizers—assorted wines with variety of cheeses and crackers to get us in the mood for food.

As is tradition, a group of us made our way into the garage where a trio of toys greeted us. The center of attention was Gary's 401 AMX that has been upgraded with an LS-1, a 4-link suspension, and to ensure Mary Anne comes along, fully functioning A/C! The "Team Kono" Corvette was looking as nasty as ever, undergoing a hood re-

spray after logging thousands of miles picking up all varieties of road rash. And, of course, the understated Pantera with the matte black highlights and distinctive silver De Tomaso logo—all three cars are beautiful in their own right. Gary doesn't appear to have biases along a certain manufacturer (i.e. Ford vs. Chevy), his requirements are much more sophisticated. First, the car must be black. Second, it must have 600+ hp. Third, functioning air conditioning. From what I can tell those are the only ones!

In due course Gary gathered us and announced lunch was served! The

Carolina coleslaw was fantastic and spicy, the pork cooked to perfection and melted in your mouth. The fresh fruit salad refreshed, and the chocolate cream bites for dessert topped off the day (of which, I must admit, I had two).

In all, it was great to see the many PCNC folks, toast to our friendships, and share a meal and good conversation. And even though the only Pantera at this event was in the Kono's garage, I firmly believe it is the warm and friendly people that make it a PCNC event, with or without the cars.



With hosts like the Konos, Panteras aren't necessary to have a terrific Pantera event!

Academy of Art University Car Collection Tour

Story by Mike Drew

Photos by Mike Drew and Bayani Panis

On a beautiful springtime day, the members of PCNC were afforded a very special treat—a private tour of the incredible car collection belonging to the San Francisco Academy of Art University.

Richard Stevens, the art director for *Sunset* magazine, first founded the Academy of Advertising Art in 1929 in a rented loft on Kearny Street in San Francisco. Originally it concentrated on offering training in advertising and commercial art, fashion illustration, cartooning, and lettering and layout.

In 1952 Richard's son (also named Richard) took over the school, and grew it from 250 to over 5000 students.



Dave Luckenbach admires the Pebble Beach class-winning 1938 Talbot-Lago 150C Speciale Teardrop Coupe, with body by Figoni et Falaschi. It was commissioned by a Parisian banker (at an astonishing price of 165,000 Francs which made it one of the most expensive automobiles in the world at the time). Of the 16 Figoni et Falaschi aero coupes made, this is the only long-wheelbase "Lago Speciale" built. Many of the cars in the collection had similarly interesting backgrounds—it would take weeks to thoroughly discuss each one of them

Along the way, he created a school of transportation design (one of only three in the country today), and used that as justification to build one of the largest

classic car collections in the country. Today, the school has some 14,000 students and a greatly expanded curriculum.



Our docent, Wayne Barnes, shows off the incredibly advanced supercharged straight-8 engine of this Duesenberg SJ roadster. Note how short the windshield is; with the roof down, this would have been an incredibly rakish car, an absolutely huge and highly extravagant sporting two-seater capable of speeds well in excess of 100 mph

The car collection boasts more than 250 of the finest automobiles in the country, with a strong emphasis on classic pre-WWII cars. The premise is that the styling and innovation first shown during the height of the Depression are timeless, and serve to inform the automotive design students of today. Because these cars nominally function solely as learning aids, the collection is not open to the public.

But, thanks to Bud Millard, who seems to know everybody with an interesting car in the area, we are not 'the public'.

And so on the day, a group of club members (many of whom haven't been seen at a meeting or event for years) gathered on the sidewalk. Soon we were ushered into a grand old building, part of San Francisco's long-lost auto row on Van Ness Boulevard, once home to incredibly elaborate and ornate 'auto palaces'. While almost all of these large dealerships have gone by the wayside as dealers fled to the lower costs of the suburbs, the grand buildings remain; most have been repurposed (one now houses an AMC movie theater for instance), but the Academy bought two of them, as they are perfectly suited to housing car collections, given that they



Perhaps the ultimate expression of 1980s extravagance is the Ferrari Testarossa

were purpose-built to support the care and feeding of automobiles.

Our docent, Wayne Barnes, began by laying out simple rules of engagement for viewing the 180 or so cars in the building (you can see anything you want, but please don't open doors or try to raise hoods by yourself; instead just ask), and then said that we were free to wander the collection on our own, or follow him as he traveled along the three floors to describe some of the more notable exhibits.

He started off with a car that was obviously holding pride of place, a beautiful Duesenberg, one of seven in

the collection. He pointed out not only its significant styling cues, but also its engineering innovations that made it, by a large margin, the fastest American car one could buy in the day (and also the most expensive).

After seeing the cars on the ground floor, we were ushered up to the second floor, where most of the cars were post-war, and arguably more relevant to most of the group. Here was an incredible array of (mostly) sports cars, the best Europe had to offer, along with a handful of musclecars and American cruisers.

Afterwards we went down a spiral



The second floor of the collection mainly housed significant post-war sports cars. In the foreground is a Mercedes-Benz 300SL roadster with optional hard top, with a Jaguar XK120 behind it. Ahead of that is a Mercedes 190 roadster, behind the Jaguar is a Mercedes 230 roadster with 'pagoda top' hardtop, and on and on and on....



The post-war sporty car theme continued on the other side of the top floor, with Camaro Z/28, Gullwing Mercedes, Aston Martin, Jaguar and Corvette flanked by an Amphicar. The back wall was lined with American middle-class passenger cars from the 1930s through the 1950s

ramp to the basement of the structure, which was absolutely jammed with leviathans of luxury, opulence and style, dating from the dawn of the automobile through the late 1950s. There were arguably too many cars in not enough space (who among us doesn't have the same problem?) and it was difficult to appreciate each individual car due to the fact that there were so many of them, and each was a spectacular specimen.

Significantly, these are not 'dead cars'; the curators of the collection make a great effort to show these cars outside of the confines of the building, and routinely support car shows (including Pebble Beach). Each car had information written on painter's tape on the gas cap, showing when the car was last fueled and driven. All the cars are kept in running order, and are routinely shuffled around (a monumental task in



Italian flair was evidenced by this 1947 Cisitalia 202 Cabriolet. Styled by Giovanni Savonuzzi, the 202 coupe and cabriolet models essentially established the "Italian line" in the postwar period. It featured design elements such as a hood line below the front fender peaks, which would be emulated by other Italian designers for decades to come



The basement was absolutely jammed with immense (and immensely opulent) luxury cars of the golden age—Packards, Cadillacs, Duesenbergs, Isotta Fraschinis, Rolls-Royces, Bentleys, as far as the eye can see



One wall was devoted to iconic sporty American convertibles of the 1940s and 1950s

itself) and exercised.

There was a second, smaller building a few blocks away with another 120 or so cars that the docent was happy to share with us, but by this point most of us were a bit tired out and didn't want to make the long walk—not when Tommy's Joynt was right across the street.

This legendary San Francisco eatery has been in operation for 70 years and boasts an unusual business model. Patrons line up in a maze of ropes like you would see in airline security, order their food from the buffet behind glass (heavy on sliced beef but the menu was wide and varied), pay for it (cash only)



Tucked away in a corner was a display showing some of the many trophies from the prestigious Pebble Beach Concours won by various cars in the collection

and then take their seats at communal tables with red and white checked tablecloths.

The prices were amazingly reasonable considering the location, and the

food was absolutely excellent. Sandwiches are served without unnecessary ornamentation (such as lettuce) in order to not distill the essence of the meats they carefully prepare.

And so we (along with Wayne) enjoyed an extended lunch, where we discussed some of the remarkable cars we had seen, along with a variety of other topics. Slowly people said their goodbyes and filtered out into the city, some planning on taking advantage of the opportunity to enjoy the good weather and take in some other sights before heading home.

We all owe our collective thanks to Bud Millard for using his considerable influence to get us in to see this collection, and to Wayne Barnes, who was so friendly, patient and enthusiastic as he described the cars to us.

Bud has pulled off another one, and has arranged for a tour of the famed Mozart collection next month. You should definitely set that date aside on your calendar and plan on attending—you won't regret it!



The day was capped off with a terrific (and reasonably priced) lunch at Tommy's Joynt, a legendary San Francisco eatery and dive bar



MOZART Museum Tour & Much More!

Saturday, July 22, 2017 at 10:00 a.m.
at 1325 Pear Ave. in Mountain View, CA
located just off Hwy 101 and Shoreline,
once you arrive, drive in past the gates and park

☞ We will be treated to an art deco building with beautiful inlaid marble flooring. It houses a unique collection from early 1900s unrestored cars to a rare Ferrari 250 GTO ... Awesome!

☞ And now, here's the "Much More" – just down the street from Mozart, we will tour the race car collection of Steve Sorenson and the hot rods of Jim Holmes! We'll also see the *real* 1972 Penske Trans-Am Javelin that was driven by George Follmer and his winning Laguna Seca Sunbeam Tiger. In addition (as if that wasn't enough), Mr. Sorenson is gracious enough to serve us lunch at his facility!

☞ We will need your RSVP as soon as possible so Mr. Sorenson can plan our lunch. This is truly an event that can't be missed!

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

See you at Mozart's!

MONTEREY MOTORSPORTS REUNION
TONY HARVEY GOOD TIMES DINNER

Friday, August 18, 2017

No-host Happy Hour 6:30 PM
Dinner 7:30 PM

Garden Terrace of The Los Laureles Lodge
313 West Carmel Valley Road
Carmel Valley CA

We are looking forward to another great Monterey Motorsports Reunion week.

EVERYONE is invited to attend the Pantera Club of Northern California's annual Tony Harvey Good Times Dinner. Many of the most knowledgeable and fascinating personalities in the DeTomaso community will be on hand. This event is "Automotive Overload" under the stars for most Pantera and Mangusta people.

The Terrace lawn area will be filled to capacity with DeTomasos to drool over, and we will have People's Choice Awards balloting for the cars on display.

This year's buffet dinner features a Fresh Local Green Salad (Monterey county is THE salad capitol of the world), Grilled Salmon, BBQ Ribs, BBQ Chicken, Roasted Potatoes, Corn Bread, Apple Cobbler with Apple Jack Brandy Whipped Cream, and fresh fruit.

The cost is \$60.00 per person in advance through July 31. Please make checks payable to PCNC, and send them to:

PCNC Dinner
c/o Steve Dalcino
3374 Prairie Dr.
Pleasanton CA. 94588

After August 1, dinner will be \$75 per person.

For those with pre-paid room reservations through PCNC, two dinner tickets are already included with your Los Laureles room package and held for you at Dinner Check-in.

Calendar of Events

Monterey Auto Week

Aug. 11, Fri. 5 PM-7 PM.
Car Week Kickoff
300 block of Alvarado St., Monterey Free.

Aug. 12-13, Sat.& Sun.
Monterey Pre-Reunion (<https://www.monterey.com/events>)
Mazda Raceway Laguna Seca (831) 242-8200 \$30.00 / day.
300 vintage racers on track

Aug. 15, Tue.
Concours on the Avenue
Ocean Avenue, Carmel-by-the-Sea (404-237-2633) Free.
Ocean Ave. closed for collector classic & collector cars

Aug. 15-16, Tue. & Wed.
Automobilia Monterey
1441 Canyon Del Rey Blvd. (Embassy Suites) \$15.00/1 day, \$20.00/2 days.
Largest Automobilia show in America

Aug. 16, Wed. 10 AM-4 PM.
Carmel Mission Classic
3080 Rio Rd., Carmel-by-the-Sea (Mission Carmel) \$50.00/person.
Cars & wine tasting at the Mission

Aug. 16, Wed. 12 PM-5 PM
The Little Car Show
11th & Lighthouse Ave. Pacific Grove
100 "Little" cars 25 yrs. & older

Aug. 16, Wed. 5PM-10PM \$395.00/person, in advance
McCall Motorwork Revival
300 Skypark Dr., Monterey (Monterey Jet Center)
Posh automotive & aviation gathering

Aug. 17, Thur. 8 AM-3 PM
Pebble Beach Tour d'Elegance
Route varies, ends up on Ocean Ave. Carmel
30-40 mile parade of Pebble Beach cars ending on Ocean Avenue

Aug. 17, Thur. 4 PM-after dark
Baja Cantina Thursday Car Show
Baja Cantina Restaurant, Valley Greens Dr. & Carmel Valley Rd.

Aug. 17-20, Thur.-Sun. 7 AM-5 PM
Rolex Monterey Motorsports Reunion
Mazda Raceway Laguna Seca (831-242-8200) Price varies by day.
Premier Vintage Racing event of the Western Hemisphere

Aug. 17-19, Thur.-Sat.
Mecum Auctions
1 Old Golf Course Rd. Monterey (Hyatt Regency)

Aug. 17-20, Thur.-Sun.
Rick Cole Auction
350 Calle Principal, Monterey (Monterey Marriott)

Aug. 18-20, Fri.-Sun. 10 AM-4 PM
Russo & Steele Auction
290 Figueroa St., Monterey \$30.00/person

Aug. 18-19, Fri. & Sat.
RM Auction
2 Portola Plaza, Monterey

Aug. 18, Fri.
The Quail, A Motorsports Gathering
Quail Lodge, 8000 Valley Greens Dr., Carmel Valley sold out

Aug. 18, Fri.
Bonhams Auction
Quail Lodge, 8000 Valley Greens Dr., Carmel Valley

Aug. 19, Sat. 9 AM-4 PM
Concorso Italiano
Black Horse Golf Course, 1 McClure Way, Seaside \$175.00/person
Classic Italian cars, Boats & fashion

Aug. 19, Sat. 10 AM-1:30 PM
Concours d'Lemons
Laguna Grande Park, 1249 Canyon Del Rey Blvd., Seaside free
The antithesis of Pebble Beach

Aug. 20 Sun.
Pebble Beach Concours d'Elegance
1700 17 Mile Dr., Pebble Beach \$325.00/person, \$375.00 after Aug. 1
Along with Villa d'Este, one of the two most prestigious Concours events in the world



Lori Drew
136 Lighthouse Way
Vacaville, CA 95688



NEXT CLUB MEETING

**THURSDAY, June 29th, 2017
7:30 P.M.**

**HOLDER'S COUNTRY INN
998 S. De Anza Blvd, San Jose**

UPCOMING CLUB EVENTS

July 22 ----- Mozart Collection Tour (Bud Millard)

August 17-20 ----- Monterey Historic Car Week (Steve Dalcino)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH