

pantera
CLUB OF NORTHERN
california



A Chapter of POCA

news

www.PanteraClubNorCal.com

Volume 44

Issue 7

July 2017

PRESIDENT

John Tomlin
(408) 221-3926
JohnLTomlin@aol.com

VICE PRESIDENT

Forest Goodhart
(831) 724-3763
ForestG@att.net

SECRETARY

Mike Drew
(707) 452-9284
MikeLDrew@aol.com

TREASURER

Larry Finch
(559) 281-3497
FresnoFinches@aol.com

CLUB STORE

Irene Smith
(209) 419-1366
IGSmith50@icloud.com

LIBRARIAN

Forest Goodhart
(831) 724-3763
ForestG@att.net

**MEMBERSHIP
COORDINATOR**

Lori Drew
(707) 208-6032
CLoriDrew@gmail.com

**EVENTS
COORDINATOR**

Garth Rodericks
(408) 677-8944
Garth.Rodericks@gmail.com

**MOTORSPORTS
COORDINATOR**

Bob Benson
(408) 209-7677
RCBSons1@aol.com

RAFFLE CHAIRMAN

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

WEBMASTER

Denny Morse
(408) 922-9336
Denman@gmail.com

Minutes of Meeting 29 June, 2017

The meeting was called to order by the president at 7:30 p.m. All officers were present except for Larry Finch, Denny Morse and Irene Smith. Garth Rodericks was present for the first time in the role of the club's Events Coordinator. There were 27 people present and three Panteras in the parking lot.

New Members/Guests: Initially, there were no guests present, although we were pleased to see longtime but seldom-seen member **Chris Clark** (who drove his Pantera) along with **Bob Benson**.

A short time after the meeting started, we were joined by **Tom Bahrck**. He is a prospective Pantera buyer who lives in San Jose. He has loved them since he was a teenager, and has decided

now is the time to buy one. He has been looking at a few cars already, and came to the meeting looking for knowledge and advice. He has several other sports cars including a Porsche Carrera S and a Mazda RX-7.

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

Club Store Report: The crowd acknowledged the fantastic work of Irene Smith (ably assisted by Marcus), as well as Judy Goodhart, who kept the store manned and open all weekend during the POCA Fun Rally. They actually drove home during the event to attend their son's high school graduation, then came back the same day to continue working!

Club Treasury Report: There was no treasury report this month, as Larry was AWOL and either didn't send a report to John, or John didn't check his e-mail before the meeting. We will find out which at the next meeting.

Club Membership Report: The program POCA uses to maintain the membership database has recently been replaced, and the new one is apparently quite user-hostile. Judy McCartney is unable to generate the types of reports the chapters need to properly keep track of new members who join the club, existing members who have allowed their membership to lapse etc., so Lori is struggling to maintain control of our membership list and ensure its accuracy. It's hoped the situation will be resolved shortly.

Club Motorsports Report: Bob Benson is making a concerted effort to get people to commit to participating in a track day at Willow Springs Raceway in the mountains outside of Los Angeles on October 7-8. This event is run by longtime Pantera owner Jim Saxton. Dennis Quella has been agitating for somebody to host an event where he can run his tube-frame race Pantera as well. At least five or six PCNC members have expressed tentative interest in attending the Willow Springs affair. Unfortunately Bob thinks he won't be able to take part, as he is due to undergo surgery on his hip which will keep him out of his car for awhile.

The next Silver State race will be September 14th-17th and rumor has it that Dennis Antenucci will be coming out of retirement to campaign his Pantera; several other Pantera owners have also expressed their intention to participate.

The Virginia City Hillclimb will be held that same weekend, and other Panteras are toying with taking part in that.

There was much discussion about the prospects for autocrossing Panteras. Bob is a keen participant in the autocross game in his Pantera, revving the nuts off his car in first gear to the delight of spectators. Several clubs run autocrosses at an abandoned airport in Marina, just north of Monterey. Additionally, the SCCA has purchased land in Stockton and is building a dedicated autocross facility there, so opportunities will soon be plentiful.

Club Library Report: Forest said the library is still at his home in a static state. A complete inventory can be found on the PCNC website; if you wish to check out materials, contact Forest to arrange for delivery.

Club Website Report: There were no major changes to the website apart from the upload of the newsletter. However Garth Rodericks is fairly website-savvy and will be gaining authorization to modify the website; he will then start posting information on upcoming events there. Stay tuned!

Past Events:

Academy of Arts Car Collection Tour: Bud Millard received a round of applause for his fine work organizing this tour. A complete article appeared in last month's newsletter.

POCA Fun Rally: There was much discussion about the first-ever POCA Fun Rally in Monterey. Dennis and Liz Valdez said this was their second Fun Rally, and they really enjoyed it; they noted that Monterey boasted a completely different vibe from Las Vegas. He said the scenic drives were really pleasant, actually better than he expected, and the opportunity to drive Laguna Seca was a tremendous bonus.

Greg Taylor clearly had the most fun of any non-De Tomaso participant, and he said the corner workers really got a kick out of his '63 Pontiac as it lumbered around the track.

The River Inn staff in Big Sur did a fabulous job; initially they were prepared for about 30 people, but more than 100 people actually attended. Baja Cantina was somewhat overwhelmed, but provided great entertainment and food. The motorcycle museum tour went off without a hitch, and people were very impressed that such a fabulous collection could be found in a tiny village.

The car show was unfortunately confined to the parking lot, and Tom Kim (who has purchased the De Tomaso names and purportedly wants to relaunch a 21st century Pantera) parked a huge motorhome bus there as well.

The food at the banquet was fantastic, but the stand-up comedians were beyond terrible, and represented a huge misstep on the part of the event organizers, who otherwise did an outstanding job all weekend.

John and Julie Tomlin were recognized for the tremendous amount of work they put in aiding Ed Mendez in pulling the event off, and they received a well-deserved round of applause.

PCNC participation was outstanding, which makes sense considering that so many of our members live in close proximity to the event site. The weather was perfect, the hotel was fine, and all in all everyone seemed quite pleased. Not a single person mentioned the fact that the event cost was substantially higher than in previous years; evidently Pantera owners are not as cost-conscious as previous event organizers believed them to be.

It remains to be seen where next year's event will be held. Some are lobbying to have it return to Monterey, but John and Julie are a bit skeptical of that idea. In an effort to make this year's event as good as it could possibly be, they pulled out all the stops and the agenda featured



virtually everything there is to do in the area, meaning that a subsequent iteration would be little more than a re-run of this year's event. Too, a major draw was the SCCA running Laguna Seca and allowing us to participate, and there's no guarantee next year's Fun Rally would coincide with an SCCA race weekend. John suggested it would be wiser to rotate the location so that it takes place at a different place each year.

Only time will tell what the POCA board decides to do.

Vintage Mustang Owners of America Car Show: This show, organized by PCNC member Tom Hasenberg, naturally had lots of Mustangs, but three Panteras populated the Pantera class. Dennis Valdez got 2nd place in the "Exotic" class, beat out by a Ford GT.

Upcoming Events:

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.

Garth Rodericks will again be hosting a trackside BBQ on Saturday night in the campgrounds. John and Julie will be hosting a full dinner at their home on Thursday as well!

PCNC will again be hosting a dinner Friday night at Los Laureles. Steve Dalcino was caught out last year by people who made reservations without paying, and then rudely failed to show up. The club was on the hook for their dinner costs, and we wound up losing money as a result. So from this year and going forward, people who wish to attend will have to pay in advance.

Ironstone Concours Weekend — 22-24 September: 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.

Garth and Leslie Rodericks had rented a home on AirBnB last year, which turned out to be a fiasco, as the property owner failed to disclose that the home lay at the end of a mile-long dusty dirt road! Their car was absolutely filthy when it rolled onto the show grounds and needed a comprehensive cleaning, so it was recommended that people electing to take part in the proceedings make their reservations carefully!

PCNC Christmas Party — 8 December: The club's Christmas party will be in the same location as the past few years, so save the date and watch for more information in upcoming newsletters.

Larry Carter Collection Tour: Larry Carter is the former CEO of Cisco Systems, and he spent his (considerable) income wisely, by buying a whole bunch of absolutely fantastic cars. He definitely wants us to come tour his collection, but his schedule is booked solid for the rest of this year. He says early next year would likely work better for him, but that means at least we

have our foot in the door. He has a sensational collection on beautiful grounds in the Santa Cruz mountains, so this will be a tour not to be missed!

Club Business:

Bylaws Vote: Ballots were passed out and the members present voted on the proposed bylaws change. Forest collected the ballots and will combine them with mail-in ballots and announce the results at the upcoming meeting.

The next round of proposed changes will be published in next month's newsletter.

Buy/Sell/Swap:

Spal Sucker Fans: Forest Goodhart has a pair of heavy-duty Spal sucker fans for sale, asking \$100.

Pantera GT5 Conversion For Sale: Tiffany Perruci has the late Joe Perruci's Pantera GT5 conversion for sale. It was built with cost no object many years ago, with then-state-of-the-art fuel injection, a custom interior, etc. It had a spectacular black paint job that unfortunately was over-polished, so that it is now worn through in places from being polished through on the edges. It is therefore described as a ten-foot paint job now. Contact Forest for more information.

News, Clues and Rumors:

Pantera Changes Hands: Steven Airola has been a PCNC member for about three years now, and he always joins us for lunch at Rodz Grille on the way to the Ironstone Concours because he lives nearby. He has been searching for a very, very specific type of Pantera to buy—he wanted a bone-stock Pre-L Pantera with chrome bumpers, and it *had* to be white. By happy circumstance, Paul DaCruz of Santa Rosa decided it was time to let his Pantera go, as he has owned it for 20 years or so and barely put 2000 miles on it—and it happened to be a bone-stock Pre-L Pantera with chrome bumpers, and it was white. Mike Drew helped Paul buy it way back when, and he linked Steven up with him and a deal was done just a few days before the Fun Rally.



The car has since logged many miles on Steven's trailer, as he has hauled it to Garry Choate's house for a comprehensive inspection. It is basically in fine shape but is suffering from a bit of 'hangar rot' and Steven will soon be addressing the minor issues it has and putting it on the road where it belongs!

Another Pantera Changes Hands: Steve Liebenow had been advertising in the PCNC and POCA newsletters, searching for a Pantera project car to restore. Jim and Emilia Seiferling, who run the Capitol Panteras chapter of POCA and live in Rio Vista, haven't driven their white '74

Pantera (formerly owned by Howard and Sharon Renshaw, and then Howard Junior) for many years and finally decided to let it go. It had suffered from years of neglect, as it was parked outside under a carport rather than in a proper garage. The brakes were completely seized, so Steve has taken them all apart, as he wisely decided it was important to be able to stop before he went anywhere. He noted that the rear brake calipers were from a Peugeot 504, and has been sourcing seals and replacement pistons from Peugeot sources since Pantera vendors weren't able to provide pistons.

He has driven the car all of 80 feet, from his trailer to his workshop. It needs lots of cleanup and TLC, but it's a really good, solid car.

Steve's Mangusta has been advertised for sale, and it really needs to go to make room for this new Pantera....

Color Poll: Ron Southern took a poll of the assembled members to find out which Pantera color was most prevalent. Red won out, although to be fair some burgundy cars were lumped in with the reds to boost their numbers!

BFG Raised Letter Tires — Letters In Or Out?: Ron was about to install new tires on his stock wheels and was torn between showing off the raised white letters, or mounting the tires with the blackwall facing out. He asked the assembled crowd to cast votes on the topic, and by a tiny margin, the white-letter-out faction carried the day. (Despite that, he later chose to mount them with the blackwalls facing out....)





Jay Leno Calgary Tour: Mike and Lori Drew missed last month's meeting because they had arranged a 'play date' between Jay Leno and Fred Phillips, the noted De Tomaso collector in Calgary, Alberta, Canada. Mike and Lori flew up there to join them for a long weekend playing cars. Jay was kind enough to comp them tickets to his Thursday night show at a nearby casino, along with backstage passes; the next day Mike, Fred and two other friends drove four interesting cars (Pantera GTS, original 427 Cobra, Iso Grifo and Ghia 450SS) from the airport hangars where the collection is housed to the casino to pick Jay up. Jay drove the Grifo back to the airport, and everyone then spent the full day hanging out, looking at the cars, and swapping stories. Good times!

Greg Taylor Mangusta Progress: Greg Taylor brought with him a large binder filled with 8x10 photos showing the recent progress on his Mangusta restomod project. After barely making any progress for years, he has suddenly had a burst of energy and is making great headway, thanks to constant prodding from Bud Millard.

Driving For Dinner Raffle: The winner was Forest Goodhart.

Raffle Results: Brent and Brett passed the hat with the following results:

- Hot wheels model — Ron Southern
- Wax — Liz Valdez
- Water wetter-funnel — Greg Taylor
- Pantera Parts Connection T-shirt — Lori Drew
- Craftsman gearwrench shirt — Tom Bahrck
- Armor All car care kit — Garth Rodericks
- Wine — Bud Millard
- Torque wrench — Brett Santos
- Folding pocketknives — Brett Santos
- Micrometer — Tom Leonard

The meeting adjourned at 8:45, but not before Mike noted that Lori had chosen a T-shirt among the raffle prizes, which she gave to our guest, Tom Bahrck, instead of Mike. Recently she took an inventory of Mike's closet and counted his Pantera, De Tomaso and Shelby shirts and was amazed that he had 152 of them!!!

Membership News

New Members for July:

The club is pleased to welcome **Jeff Gick** from Saratoga. He recently moved here from Knoxville, Tennessee. He has been the proud owner of Pantera #5181 for 31 years now. Unfortunately his Pantera is still back in Tennessee, but he hopes to bring it to California soon.

We are also happy to welcome **Art MacCarley** to the fold. He is an engineering professor at Cal Poly in San Louis Obispo, and has a '71 Pantera that he has owned since 1979. He is in the process of putting it back together after having it painted and installing some structural additions. He is hoping to have it back on the road before the end of the year, at which point he will start participating in club events.



July Membership Anniversaries:

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

John and Jane Bartole: 26 years

Art Mowry: 17 years

Mark and Cindy Tumbarello: 17 years

Barry Hosier: 14 years

Ron and Bobby DeMaderios: 11 years

Hank and Naomi Szeto: 5 years

Ken and Lori Caldeira: 1 year

John and Barbara Webber: 1 year

Gary Glenn: 20 years

Ron and JoAnn Singley: 17 years

Tom and Liz Hasenberg: 16 years

Bob Paizs: 13 years

Bud and Jan Millard: 6 years

John and Billye Pedretti: 3 years

Michael Resso and Helen Chen: 1 year

If you have never been to a club meeting, or it has been a long time since you've joined us, make plans to come on out! It's a great way to meet and visit with other club members and we always have a great time. The meetings are held the last Thursday of each month (with a few exceptions around certain holidays) and start at 7:30 p.m. Most arrive earlier to have dinner and socialize before the gavel comes down. Yes there is a formal meeting where club business is discussed but we try to make that fun too, and it's interesting to hear about all the things we do, and have planned at PCNC. We are always excited to meet new people, and also see faces we haven't seen in awhile. We hope to see you there!

Pantera Rear Suspension Failure

Story by Mike Drew

Photos by Matt Kelleher and Mike Drew

Although I have been fooling around with Panteras for the better part of 30 years, and like to think I know a lot about them, the thing that makes me really enjoy them is the fact that I am constantly learning new things about them. In the Air Force, it's said that each warning in the airplane technical manual is written in blood, i.e. it has come about because of a mishap somebody experienced that was unanticipated.

Recently Matt Kelleher had just such a mishap with his Pre-L Pantera. Although nominally a 1972 car, it is a flat-decklid, square-bumper car and thus conforms in most ways to the 1971 specification.

His car came to him as a puzzle, basically a bare bodyshell and dozens and dozens of boxes of parts. Over the space of several years, his mechanic performed a bare-metal restoration and produced what is quite a wonderful little car. Along the way, Matt bought a



This is not the way your Pantera suspension is supposed to look!



Looking down through the chassis, the A-arm and broken mounting yoke can be seen resting on the ground

badly crashed Pantera which offered up a number of useful parts to help complete his project.

Not long after he got it on the road, he went to visit a friend, and while backing out of the fellow's driveway, he noticed something was amiss. Imagine his horror when he got out of the car and saw that the right rear corner of his car was practically on the ground, and the rear wheel was askew and tucked well up into the fender! Miraculously, there was no damage to the car itself. Just imagine what would have happened if this had happened on the road at speed. The thought doesn't bear thinking about....

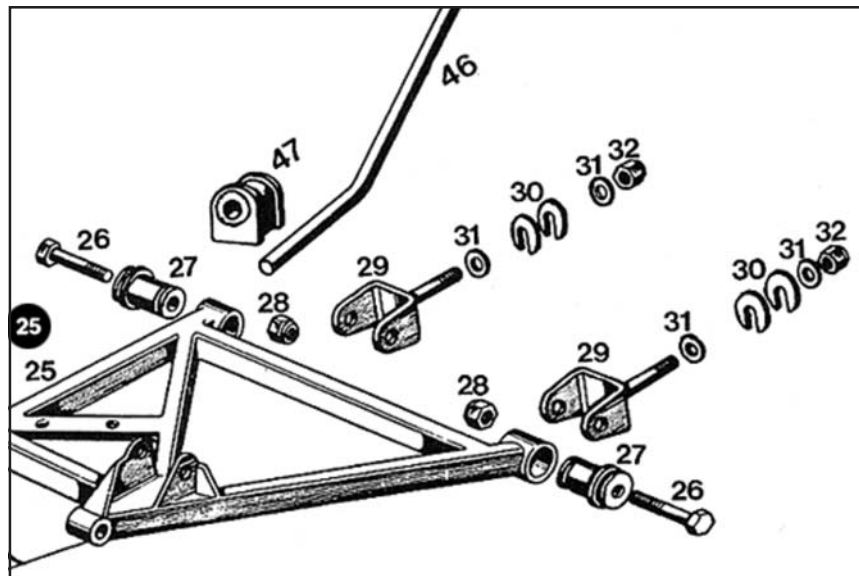
It was a mighty struggle to get the car home, as first one and then another tow truck arrived, only for the driver to turn his nose up at the job due to the perceived liability is-

sue. Finally an enterprising fellow with a flatbed managed to scoop the car up and neatly deposit it in Matt's driveway a few miles away, late in the evening.

In the morning, investigation revealed that the U-shaped yoke which attaches the lower control arm to the chassis had broken! The Fun Rally was only a few days away, so he didn't have much time to sort it out.

Fortunately, when he parted out the wrecked car and sold off most of its parts, a few bits and pieces remained, including two of the four A-arm mounting yokes. They had migrated to my house and were awaiting an interested buyer, but that plan was hastily abandoned. I grabbed them up and raced down to Matt's workshop (hilariously located in the absolute worst ghetto in Richmond, complete with concertina wire and bars on the windows) to help sort the situation out.

Amazingly, there was absolutely no damage to any other component on the car, including the forward A-arm mount and the A-arm itself. We chose to remove both mounts for inspection, and the comparison to the replacement mounts



This drawing clearly illustrates the relationship between the A-arm and the mounting yokes. The bolts #26 pass through the A-arm mounting bushings #27 and the yokes #29. The threaded studs on the yokes pass through holes in the chassis, and are secured with the nut #32 and washer #31. The horseshoe-shaped alignment shims #30 rest between the inside of the "U" and the outside of the chassis rail, and are used to space the A-arm away from the chassis and adjust camber and toe alignment

was illuminating.

The early cars featured a two-piece mount design. A simple flat bar of steel with a hole drilled through the center was bent into a "U" shape, then a threaded stud was inserted and the two were welded

together to form a single piece. On Matt's car, the weld had failed, allowing it to revert to its component parts state.

The car he parted out was #5212, a 1973 L-model. Interestingly, the later car's suspension

yokes had the same basic shape and dimensions, but instead of being a two-piece design, instead they were one-piece forgings which were then machined.

This is an undocumented design change, as the factory parts books all only show a single part number for this part. One can only assume that at some point along the way, either failures took place, or it simply occurred to an engineer that perhaps there was a better way of doing things.



The broken (rearmost) yoke on the right, with the not-yet-broken one alongside. Note that there is rust evident in the weld between the shaft and the stamping, which might have contributed to the failure of the other one

In any event, the two 'new' yokes were installed in place of the old ones, and Matt was able to drive the car uneventfully to the Fun Rally. We speculate that perhaps when his car was first restored, his mechanic perhaps got a bit over-exuberant and grossly overtightened the nuts which affix these yokes to the chassis; doing so would cause the threaded portion of the yoke to stretch, and eventually could cause the weld to fail.

The important thing to remember is that these things are retained with Nylock locking nuts, so they don't have to rely on gross amounts of torque in order to remain tight. To be sure, they should be fairly tight when installed, but going crazy with the breaker bar could lead to tears, especially if you have an earlier car.

As to the serial number crossover between the early and late design? Your guess is as good as mine....



The yokes taken from a 1973 Pantera appear to be substantially stronger than the earlier style



Suitably repaired, Matt's Pantera enjoyed pride of place in the Pantera paddock display at Laguna Seca

Valve Cover Gasket Tech Tip

Story and Photos by Steve Liebenow

When sealing valve cover gaskets to the covers (which is recommended) with RTV silicone sealer, the gaskets tend to slide around a bit, even if they have the little tabs that fit into the slots in some OEM covers. The mounting hole areas can still move around, and when the stuff cures, having the holes out of place will make it more difficult to get the bolts in!

I managed to collect several of the plastic caps for the RTV silicone tubes, with the multiple trim areas on them. They are about 2.5" long with several marks to trim to, in order to get different size streams out of the tube. Mine were unused or at least untrimmed, making them perfect to slip into the holes to center the gasket holes on the valve covers.



The valve cover rests atop the spacers simply to show how the ends of the caps protrude through to act as centering devices for the gasket beneath



The valve cover placed atop the spacer, which provides even pressure all the way around the valve cover. Since few people have spacers lying around, one could easily use an old cylinder head, or even the heads that are on the engine

I just happened to have my unused valve cover spacers handy, and they worked great to set the gaskets and covers on so that I could add weights to bear down on the still-soft RTV silicone. Pushing the tube caps in place centered the gaskets in the holes, then I put a towel over the valve cover and placed steel weights on the top, and set my timer for about a half hour to let the sealer set up.

Once cured they should be ready to install with less chance of the gaskets walking out of place!

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, July 27th, 2017
7:30 P.M.**

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

UPCOMING CLUB EVENTS

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

September 22-24 ————— Ironstone Concours Weekend (Steve Dalcino)

December 8 ————— PCNC Christmas Party (Dennis Valdez)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH