



news

A Chapter of POCA

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Minutes of Meeting 27 April, 2023

The meeting was called to order by the president at 7:35 p.m. All officers were present except for Andrew Duafala, Bob Benson, Larry Finch, Denny Morse and Irene Smith. 22 members signed in, plus two more attending via Zoom, and there were three Panteras in the parking lot.

New Members/Guests: Although inexplicably he was not specifically mentioned, there was one guest in the room, a former PCNC member named Joe McGuckin. He had been a member for several years about 20 years ago, and had ambitions of getting a Pantera at one time, but then gave up on the dream. He came to the meeting to give away a collection of newsletters, *Profiles* magazines and books that were either about Panteras, or were at least Pantera-adjacent. After the meeting several club members pored through the box and brought a number of treasures home. Sadly he

didn't feel like speaking publicly, and he left very quietly after the meeting ended without speaking with anyone.

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

Club Store Report: There was no report this month; presumably things are well in hand for the upcoming POCA Fun Rally.

Club Treasury Report: Larry reported remotely that we are slowly spending the treasury down to a more reasonable level, and approaching our ultimate financial goal.

Club Membership Report: Brent reported that after a long absence, Patrick King just rejoined the club. He did so somewhat out of guilt, because a friend of his found a derelict Pantera and bought it for peanuts, then needed some advice. Patrick had him call some club members, then felt compelled to rejoin the club as a result! (Through the contacts made, his friend quickly flipped the car for a tidy profit).

Brent also said that he had PCNC name badges produced for all the new members who recently migrated over from Capitol Panteras.

Club Motorsports Report: In Bob's absence, Mike Drew gave a brief report. Several club members are planning on running Thunderhill on 22 May with the Golden Gate Lotus Club. The much-anticipated Checkered Flag Racing Association 103db date at Laguna Seca had to be postponed to 26 August, because of rain-induced delays in the track repaving project.

Club Website Report: Gary Kono will be acquiring access to the website so that he can keep the upcoming events portion of the website up-to-date.

Club Library Report: The contents of the library remain unchanged, and available for check-out at any time. Contact Forest Goodhart to arrange to borrow anything we have.

Past Events:

Mozart Collection Tour: The tour was a great success and everyone who attended reportedly enjoyed themselves. Those who had been fortunate enough to attend a previous iteration of the tour said that there were quite a few different cars on display this time. The post-tour drive showed just how badly our local roads have suffered during the recent harsh winter storms. That didn't prevent people from driving in a spirited manner, and in some cases, a bit *too* spirited! On his way home, Mark Bailey was dicing with a pair of BMWs and they all got carried away and accidentally all three of them blew right through the stop sign at the intersection of Hwy 35 and Hwy 9!

Upcoming Events:

Cobra Day Car Show — 3 June: Last year saw a tremendous level of participation among PCNC members, but inexplicably this year it seems that only Steve Dalcino has signed up.

POCA Fun Rally — 7-11 June: As always seems to happen, signups are worryingly low for the annual event, which will be held in our backyard in Reno this year. It seems there is always a

flurry of last-minute signups, so if you haven't already done so, please sign up now so the organizers can sleep at night!

The Smiths have once again agreed to host a luncheon at their home in Pine Grove on the Wednesday, which will then be followed by a scenic drive up to Reno via our traditional route; see the flyer elsewhere in this newsletter for details. We need to get a head count to find out how many people will be attending the brunch, so *please RSVP* to the Smiths at (209) 257-0906. People will be coming from many different directions, with 9:30 a.m. group departures planned from Denny's in San Jose for the South bay crowd, and Mike Drew's house in Vacaville for the northerners; plan to arrive at the Smith's house at 11:00 a.m.

Monterey Car Week — 12-20 August: The circus that is Monterey Car Week once again returns at its traditional time, the third week of August. Racing bookends the week with events at Laguna Seca on 12-13 and 16-19 August, and Concorso Italiano will also take place on 19 August, with the Pebble Beach tour on 17 August and the concours on 20 August. Note that the racing weekend has been shifted one day to the left as it was last year, meaning the racing will take place from Wednesday through Saturday, instead of running through Sunday.

Our block of rooms is perpetually full; one person surrendered his room and the first person on the waiting list was able to grab it.

Garth Rodericks will once again host his traditional trackside BBQ on the Saturday night.

Ironstone Concours Weekend — 21-24 September: The Ironstone Concours has become a favored event that sees terrific participation from PCNC members. Traditionally we have gone up as a group on the Friday, done the concours on Saturday and returned home Sunday, but this year Marcus Smith had proposed arranging a tour of a fantastic facility that painstakingly restores WWII fighter planes, located only a few miles from Murphys. Unfortunately the shop owners informed us that they will be too busy to accommodate our visit during that timeframe, but have invited us generally to come visit them in the future.

All-Italian Car Show — 24 September: This traditional favorite will once again be put on by the Alfa Romeo club. They haven't yet released any official information, so watch for a flyer in this newsletter sometime mid-summer. Sadly, they have chosen to move from their traditional Columbus Day date to the weekend before, which conflicts with the Ironstone weekend except for the most seriously committed. The Ironstone concours is on Saturday and the All-Italian Car Show is on Sunday, so conceivably one could wake up early in Murphys and blitz down to the Bay Area in time to make it to the Alameda show....

Little Italy San Jose Festival Supercars Of Italy Car Show — 1 October: There will be a small show featuring Italian supercars in San Jose, held in conjunction with the annual Little Italy Festival, and the organizers are hoping to get a few Panteras to join in with the various modern Ferraris, Lamborghinis etc. that are expected to attend. It will run from 11:00 a.m. to 4:00 p.m. The festival features authentic Italian cuisine from over a dozen restaurants, live entertainment, Italian arts and crafts, wine tasting, and the Italian Supercar display. For more information, go to LittleItalySJ.com, and to register your car for the show (which is free), contact the organizer, Augie Bettencourt, at (408) 712-7800 or AugieBet@gmail.com

PCNC Christmas Party: The party will once again be held at our traditional venue in San Mateo on 9 December. More detailed information will be forthcoming in the fall.

Club Business:

Raffle Update: Mark thanked Mike and Lori Drew for taking on the responsibility for procuring the prizes and managing the PCNC raffle. While Erik Kolstoe and Brett Santos will continue to conduct the actual raffle, Mike will bring the prizes and manage the money side of things. Many hands makes for a light load for everyone!

Mike noted that of late the raffle has gone quite long, as there were many, smaller prizes. He asked if people would prefer to have a shorter raffle with fewer, more valuable prizes, and the general consensus seemed to be that people would like to see a mixture of both. Mike will plan future raffle prize procurement accordingly.

Buy/Sell/Swap:

Ron Repurposed Pantera Artwork: Ron Southern showed off a collection of mounted and framed red shop towels that were emblazoned with PCNC artwork. The car in question is a Pre-L Pantera, but as Ron has an L-model, he used a sharpie to add L-model bumpers to one of them. He sold one of each for \$20 to Dennis Valdez and Walt Miranda, and donated a third one to the club raffle.



Half A Set Of Wheels: Mark Bailey has been trying to get rid of a pair of 15x10 Gotti mesh wheels for months, and is now offering them up for free to anybody who might be fortunate enough to have a pair of 15x8 Gotti mesh wheels needing the back half to complete the set?

News, Clues and Rumors:

Believe Your Cat!: Steve Liebenow got a longhair cat which lives in his garage on his rural property in Hollister. This cat has proven to be a great hunter and is constantly bringing dead mice as presents. Steve found him staring intently at his Pantera, just watching it, and didn't think anything of it. Later he detected a smell, opened the glovebox and discovered his Pantera had been infested with mice! They destroyed all the contents of the glovebox, and it's unknown what over havoc they have wreaked. He wishes he had paid more attention to his cat's instincts!

Qvale Mangusta Stuff: As mentioned in the article on the Mozart tour, John Mozart's personal assistant donated a huge stash of Qvale Mangusta memorabilia to Mike Drew, including sales brochures, press kits, owners manuals, key fobs, baseball hats etc. etc. Mike brought a bunch to show off, and will be donating it to the POCA library.

Fueling The Pressure: Mark Bailey's Pantera was running a bit oddly, and he found that his fuel pressure regulator was leaking. He fixed it and while adjusting his regulator he found a *huge* fuel leak from the fuel feed into the carburetor. It had been dumping gas on his intake manifold for an unknown period of time, and easily could have caused a catastrophic fire.

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

Chevy Impala AMT model kit — Ken Bredlau
Testors Pantera model — Ron Southern
Front license plate bracket with California plate — Erik Kolstoe
Oil change kit (filter plus 5 quarts of oil) — Steve Liebenow
Spray gun — Dennis Valdez
Plastic model finishing kit — Brent Stewart
Ford Racing flag — Tom Leonard
Ford Pantera parts book — Ken Bredlau
De Tomaso keychains — Larry Larsen, Dennis Valdez
Red loktite — Erik Kolstoe
Pneumatic swivel connector — Forest Goodhart
Backseat organizer — Lori Drew
Hot Wheels Pantera — Brett Santos
Microfiber towels — Forest Goodhart
Framed PCNC shop towel — Ken Bredlau
Bottle of Bailey wine — Walt Miranda
Door lock knobs — Brent Stewart

The meeting adjourned to the parking lot at 8:58 p.m., at which point a tech session broke out. Garth Rodericks had driven his 1965 Mustang Fastback which had a broken parking brake handle. Steve Liebenow's father made a special tool especially for removing 1960s Ford parking brake handles, so he set to work and removed the old one and installed the new one, lickety split!

Membership News

New Members for May:

We have no new members this month.

May Membership Anniversaries:

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

Bob Crowell: 32 years

Garth and Leslie Rodericks: 20 years

Terry Griggs: 18 years

Gary Spratling: 16 years

Richard and Tamara Spratling: 12 years

Jim and Nicole Gearing: 4 years

Katherine Gerloff: 20 years

Scott and Susie Carpenter: 19 years

Dan and Annie Lem: 16 years

Brent and Bev Stewart: 15 years

Jeff Files: 7 years

Sadly, **Dennis and Carol Wilson**, and **Ted Dobos** are showing as allowing their memberships to lapse. If this is incorrect, please contact Brent Stewart to rectify the situation.

Pacific Coast Dream Machines

Story and Photos by Mike Drew

For many years, the annual Pacific Coast Dream Machines show in Half Moon Bay was something many of us eagerly looked forward to. This show is very deliberate about not just being an ordinary car show. The fact that it's held at Half Moon Bay airport means that it's a relatively straightforward proposition to make it a combined car show and air show, but in fact it's much more than that.

No, the Pacific Coast Dream Machines ethos is to celebrate virtually anything invented and manufactured by man, either to transport people or accomplish some form of work. This means that besides cars (and motorcycles) and airplanes, the show also welcomes boats, steam engines, and even complex musical instruments!

What's more, the proceeds from the show benefit the Coastside Adult Day Health Center, which provides comprehensive, structured day health care programs for seniors, including nursing care, various forms of physical

and speech therapy, social work services, and Alzheimer's programs.

For many years, the date of the show conflicted with the POCA Fun Rally, which necessarily reduced PCNC's participation level. And for the past two years, the show was cancelled

outright—first because of Covid, and then last year because the city fathers had a misguided idea to turn the grass areas between the airport taxiways into farmland, which would preclude placing vehicles there.

Thankfully cooler heads prevailed and that plan appears to have been scrapped, so after a two-year hiatus the show returned for 2023, and happily it didn't conflict with the Fun Rally, whose relocation to Reno meant it would be in June instead of its traditional late April date.

For many people, the best part of the day happens before the show even begins. PCNC's resident party animal, Tony Blevins, maintains a home just a few miles from the show site, and he graciously opens it up for a traditional southern



Tony Blevins' table was covered with fine southern breakfast fare!



Markus Woehler, Lori Drew and Judy Goodhart bundled up against the cold wind

breakfast on the day.

Lori's Pantera won the coin toss for us, especially since we had just finished revamping the cooling system and wanted to exercise it a bit. The 7:00 a.m. starting time was a bit dissuasive, but we did our best, leaving home before 6:00 a.m. Our drive started out under clear, sunny skies, but as we crossed the northern spine of the Santa Cruz mountains and descended into Pacifica, we encountered heavy, heavy fog and mist, which is not at all unusual at that time of year. This was more than a bit unfortunate because it would likely prevent

non-instrument-rated civilian pilots and/or antique planes from being able to fly into the show.

We pulled into Tony's neighborhood to find the street filled with Panteras (and a few other interesting cars), and the party was well underway. The house was filled not only with PCNC folks (who likely represented the a slight majority), but also many of Tony's former work colleagues, as well as his brother, who maintains responsibility for producing an epic southern-style breakfast.



I confess that I find it difficult to get excited about typical American car show fare like this blown '23 T-bucket



Stealth PCNC members Rob Meisers and his wife Leux with their fantastic Pantera L

The table in the breakfast nook was groaning under the weight of all the food. Besides traditional American breakfast staples, there were also some specialties endemic to their ancestral home in North Carolina, and rarely encountered out west.

We loaded up our plates and tucked in, barely finishing before it was announced that the time for departure had arrived. Tony was a bit flustered because he had entered four cars into the show, and his Turner 850 is especially finicky

and has a very precise starting ritual, which his brother ignored, resulting in the engine flooding and resolutely refusing to start. After a bit of well-justified scowling at this state of affairs, Tony jumped in the SLR McLaren Roadster and set off, leaving his brother scrambling to remove and dry out wet spark plugs in the

hopes he would eventually get it started and catch up to us (he never did).

Many of the people who came to the breakfast had other plans and skipped going to the show, but the rest of us fell in behind Tony and made our way out to Hwy 1. After a drive of only a few minutes, we arrived at the airport, and witnessed a long, long line of classic cars coming from the other direction and also making their way into the show. We came in just after a large group of 20-25 police cars, both classic examples and current, working cars. They were all parked together near the entrance and various police agencies had recruiting booths where officers would extol the virtues of their respective departments to prospective applicants.

The sheer size of the show (over 2500 cars!) meant it would be impossible to secure parking together unless we all entered together, which thankfully we were able to do. We were marshaled into a certain spot in the center of the show grounds, where much to our surprise we found another Pantera already present just a few feet away?

It turns out this beautiful red 1973 Pantera L belonged to Rob Meisers and his wife Leux, who have been PCNC

members since 2016 but who had never managed to make it to a club meeting or event. They hail from Montara, the town immediately north of Half Moon Bay, so their car hadn't even warmed up before they arrived at the show slightly before we did. (They hadn't noticed the event flyer in the newsletter and were thus unaware that the rest of us would be coming as a group, otherwise they would have joined us).

They were swarmed by the other PCNC folks present, who are always happy to welcome other club members into the fold. Theirs was a unique story—he had always wanted a Pantera but it remained a dream for him. Unbeknownst to him, she found and purchased an exquisite example from a used Ferrari dealer in southern California, then lured him down there on a pretext and presented it to him as a wedding anniversary present!

They have a terrific philosophical stance regarding their car. The event organizers handed out “Please Do Not Touch” signs, and they used a black marker to cross out the “Do Not”, actively encouraging people to climb all around and into the car. By the end of the day, countless people had been afforded the opportunity to sit behind the wheel and make vroom-vroom noises. Such



This beautiful Ford Model T was equipped with a wooden skiff body and period high-performance accessories; behind it was a Model TT one-ton truck

generosity of spirit isn't encountered often these days, and they deserve to be commended. Hopefully now that they have met us, we will be seeing more of them in the future.

Besides many of the usual suspects, another little-seen car was the beautiful silver Pantera driven by Markus Woehler. He enjoyed a nice drive up the fog-filled coast, and even though he couldn't stay for the entire day he was

determined to join in the fun as long as he could.

When we first arrived, a biting cold wind was howling, which didn't bode well for the rest of the day. Most of us had the foresight to come armed with heavy jackets and hats, while some sought shelter inside their Panteras. The large windshield would act as a greenhouse and keep them nice and toasty while the more determined of us set out to see the show.

Ah, the show! I confess that car shows are not my thing at all (apart from Concorso Italiano and the All-Italian Car Show in Alameda). This show had enormous numbers, but the overwhelming majority of the cars and trucks present were American, with very few European sports cars, and even fewer Japanese cars (surprising, given the fact that Asian performance cars have risen to such preeminence with the success of the *Fast and Furious* film franchise). Lori and I joined Markus to have a wander about and see what we could see. The sheer scope of the show meant that we had to move quickly, and ignore the vast majority of the vehicles on display, many of which were of the fairly ordinary, humdrum variety (although no doubt loved by their owners).

Occasionally something would catch my eye and I would stop to take



A giant steam donkey at work, with a smaller version running alongside

a few moments to examine it more closely. There were a handful of pre-war cars, and even some Brass Era cars, some with very unique configurations. There were numerous classic wooden boats, and even a couple of water speed record contenders. But by far the most interesting machines were the steam engines.

It takes a certain level of commitment to own a steam engine and keep it fully functional; this is especially true if it's a giant industrial engine that weighs many tons! Steam engines were widely used in manufacturing to power entire factories on the east coast in the early 19th century, and they were also critical to the west coast logging industry even into the 20th century.

The Roots of Motive Power museum in Willets brought a giant donkey engine on a lowboy 18-wheeler trailer, as well as numerous smaller engines. Donkey engines were steam-powered winches mounted on giant sleds, which would drag themselves into position in the forest using their own winch line attached to sturdy trees. Once in place, they would be used to drag felled trees to a central collection area, either to a mill or to a landing where it would be

transferred for onward shipment by railroad, road or river (through the use of flumes, or floated directly on the water). The giant donkey was chuffing away, with a much smaller one similarly working alongside.

We almost got flattened by a gigantic steam road roller, which was motoring along in almost complete silence. While most people have a mental image of a steam train locomotive being a very loud and boisterous machine, in fact steam engines are almost surreal in their quietness, issuing just a faint whisper unless the driver chooses to blow the whistle. I had to snatch Lori out of the way as the road roller passed



This giant steam-powered road roller was almost silent as it came trundling past

by and eased into a parking spot next to the donkey.

There were a dozen or more smaller engines that had been brought to the show by independent enthusiasts. Many of them were agricultural water pumps, which were used in the early days of

field irrigation. The owners of these pumps had them all operating, drawing water from and then pumping back into giant buckets or basins to demonstrate their function.

The late Jacques Littlefield of the lamented Pony Tracks Ranch in Woodside used to love this show, and would always endeavor to bring several of his tanks and armored fighting vehicles to display. With his unfortunate passing and the demise of his collection, it's left to the American Armory Museum to provide military vehicles for the show. This year, the organizers cordoned



Plenty of people lined up to get a ride in the M5 halftrack, which was originally used by the US in WWII, and later used by the Israeli army. It retains its Israeli markings



These two-stroke Japanese superbikes boasted the best of Grand Prix motorcycle racing technology of the time. Fitted with extremely complicated expansion chambers and differently sized mufflers, they were tuned to within an inch of their lives. Light, fast, and unfortunately grossly polluting, they were never sold in the USA. It takes effort to import them, and even more to keep them running!



The John Player Special Norton was the fastest motorcycle on the road in 1975. Only 200 were ever made



This wild creation wore badging on the cylinder heads indicating it was a Blastolene project, made by POCA member Randy Grubb. However I phoned him up and he disavowed any knowledge of it? It sure looks like something that would spring from his mind though....



This was the oldest car on display, a perfect (and perfectly running) 1904 Holsman Model 3. It has a two-cylinder 12hp engine that transmits drive to the rear wheels via a thick rope wrapped around a spool. It is owned by a descendant of the company's founder, Henry Holsman



Original Meyers Manx dune buggies from the 1960s



A Lowrider club parked all their cars together



The WWII B-17 bomber was opened up for tours

off a large grassy area, and people were allowed to go for brief orientation rides aboard their WWII M5 halftrack.

There were not many motorcycles at the show, but one collector had some amazing, radical two-stroke sportbikes on display. Our draconian emissions standards meant that two-stroke road bikes were effectively outlawed in the USA after 1986, but they were widely used in Europe and Asia for quite some time after that (along with Canada, which is where most encountered in the USA today originally hailed from). Another fellow was aboard a 1974 Norton Commander John Player Special, a commemorative model meant to pay tribute to the handful of racing variants produced from 1972-74. Only 200 of them were ever made so it's quite something to see one in person, being ridden on the road.

It was impossible not to notice



Three of the six North American P-51 Mustangs on display

the fact that there were also airplanes involved in the show. Although the total number of aircraft on display was rather small, a shockingly high percentage of them were extremely special examples from WWII, such as the B-17 bomber, and over a half-dozen P-51 Mustangs in several different variants. After lunch, the skies lifted and cleared, and

soon all heads turned skyward as two more P-51s arrived in formation. One was a P-51D, the most common type, painted all white and was emblazoned with advertising livery for the Bardahl oil company, while the other was in bare aluminum.

The second one looked a bit odd to those who know these things, and



These two youngsters came zooming in piloting one of their father's two P-51s

this is because it was an ultra-rare P-51H. The H-model was the last version of the P-51, built in 1945 incorporating the lessons learned in the skies over Europe. It boasted a lengthened fuselage, a taller tail with a different profile, a more streamlined radiator, and a more powerful engine with a wider propeller. A contract was let for production of 2000 of them, as they were intended

for use as the primary fighter aircraft for the upcoming invasion of Japan. Only 555 had been built before the war suddenly ended with the nuclear attacks at Hiroshima and Nagasaki. None saw service in WWII, and even though they were objectively superior, none saw use in the Korean war since the P-51D was available in much greater numbers and was a proven commodity.

These two Mustangs flew over the crowd once before landing and taxiing to park. The canopy of the Bardahl airplane opened up to reveal two kids seemingly in their 20s (Mustangs were original built as single-seat airplanes, and were equipped with giant vacuum-tube radios behind the pilot, but the advent of modern electronics allows that area to be repurposed with a second seat for a passenger), and the P-51H pilot appeared to be in his 50s. I was later told that he owned both planes and that the pilots of the Bardahl plane were his sons. I was also told that he was a pilot for American Airlines, like me. I can assure you that such extravagances are well outside the budget of your typical airline pilot so clearly he must have some other program going on!

Scattered around the show were some truly wild creations, everything from a prototype electric-powered fly-



Hope for the future, in the form of kids posing for photos with Walter Nielsen's recently purchased Pantera



This Liberty V-12 aero engine boat made an incredible noise!



Tony Blevins enjoying a moment in front of his McLaren SLR and Nissan S-Cargo

ing car (the company was taking deposits but I didn't see many people reaching for their checkbooks) to massive SHTF survivalist 4x4 rigs, and even a truly lunatic twin-turbo V-8 powered tricycle!

Having taken in most of the show, we wandered back towards Lori's Pantera. Several of our group

had already left, with others clearly making plans in that direction. Tony Blevins had a small entourage with him, and his McLaren SLR Roadster was fully opened up to display its various party tricks such as the dihedral opening doors and massive supercharged V8 engine. It was next to impossible to get a photo of the car because it always had admirers all around it.

This turned out to be a terrific day. Tony's legendary breakfast parties never disappoint, and this one was no exception. The show itself was almost overwhelming, the cold, windy weather cleared up, and we got the opportunity to meet a wonderful pair of PCNC members we had never seen before. It was a terrific excuse to get the Pantera out of the garage, and as a bonus, we helped raise money for a truly worthwhile organization.

Life really doesn't get much better than that!



Brent Stewart
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NEXT CLUB MEETING

**Thursday, May 25th, 2023
7:30 P.M.**

**DENNY'S
1001 East Capitol Expressway, San Jose
*NEW MEETING LOCATION!***

UPCOMING CLUB EVENTS

- 3 June ----- Cobra Day Car Show (Gary Kono)
- 7-11 June ----- POCA Reno Fun Rally (Jim Nowlin)
- 16-20 August ----- Monterey Classic Car Weekend (Steve Dalcino)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH