



news

A Chapter of POCA

www.PanteraClubNorCal.com

Volume 52

Issue 10

October 2024

PRESIDENT

Steve Liebenow
(408) 313-7106
Steven.Liebenow@att.net

VICE PRESIDENT

Mark Bailey
(669) 333-2544
MarkPantera73@gmail.com

SECRETARY

Mike Drew
(707) 628-3317
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**

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

**EVENTS
COORDINATOR**

Dennis Valdez
(408) 722-6685
PCNC.Events@gmail.com

**MOTORSPORTS
COORDINATOR**

Bob Benson
(408) 209-7677
Bob@RCBensonSons.com

RAFFLE CHAIRMAN

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

WEBMASTER

Garth Rodericks
(408) 655-0202
Garth_Rodericks@yahoo.com

Minutes of Meeting 26 September, 2024

The meeting was called to order at 7:32 p.m. by the president. The other officers present were Mark Bailey, Garth Rodericks, and Forest Goodhart, with Mike Drew and Brent Stewart participating via Zoom. Likely due to the fact that the Ironstone concours weekend was beginning the next day, attendance was quite low, with eight members in the room and a further six participating via Zoom. There were no Panteras in the parking lot.

New Members/Guests: There were no new members present.

Club Store Report: There was no report this month.

Club Treasury Report: Larry had some ordinary expenses including our customary Google website fees, plus some minor Monterey expenses. With that said, our treasury remains in solid shape, with the balance slowly diminishing closer to our intended goal.

Club Website Report: The new website has finally launched as the migration of data and information is complete. However, the old website remains up and running for the time being, and the newsletter will continue to be posted there until further notice. The new website isn't finished of course, but most functionality is in place. The address for the new website is: www.PanteraClub-NorCal.net

Club Motorsports Report: There was no report this month.

Club Library Report: The contents continue to live a quiet life in Forest's garage, undisturbed by requests from club members for some reason?

Past Events:

West Coast Pantera Rally: Despite being woefully undersubscribed, this event proved to be a tremendous success. Originally envisioned by Brett Santos, the bulk of the planning was conducted by Mark Bailey, with Mike Drew and Steve Liebenow calling some last-minute audibles as the event launched, with far few participants than originally envisioned. Our newest member, Joe Kuntze, proved especially helpful in planning an absolutely fantastic road rally route that took us on some great back roads we might never have found on our own.

This year's iteration was a learning experience, and those that took part not only enjoyed themselves tremendously, but they also came away with valuable knowledge that will enable us to scale it up and really fill in the gap created by the demise of the POCA Fun Rally.

Participants generally agreed that a springtime date would probably be preferable, due to less conflict with other events. Whether that means Spring 2025 or 2026 remains to be seen....

Watch for a full report in next month's newsletter.

Checkered Flag Racing Association Track Day: Mark Bailey brought his race car hauler with both his Corvette-powered BMW track car and his Coyote-powered Mach 1 Mustang to the CFRA event at Laguna Seca, and the results were spectacular. Both the truck, and the cars performed flawlessly, and the BMW-Vette was especially promising on its maiden outing.

Mark and his friend Brad set off in the truck at 5:30 a.m. and managed to make it to Laguna Seca without killing anybody or damaging the cars. He started off running his Mustang, and his new steering linkage worked as planned, eliminating the interference he had previously experienced. The car ran in the high 1:40s and the new mufflers helped keep it under the 105db noise limit.

He then transitioned to the BMW-Corvette, which had only been finished days earlier. He had less than five minutes of driving up and down the street before it was loaded in the truck. The car ran perfectly right out of the box, and the first lap times were notably lower than those of the Mustang. He increased the negative camber in the front during lunch, and in the afternoon it was running in the low 1:40s, almost ten seconds a lap quicker than the Mustang.

He finished the day driving the Mustang, and with lessons learned in the BMW-Corvette, his final lap times were similarly down in the 1:40s.

Meanwhile, Linda also drove in her Porsche Cayman S and did well, so much so that CFRA has extended an offer of membership in the club to her as well.

Upcoming Events:

Engine Install Tech Session Part Deux — 3 November: After the aborted attempt to install the engine in Erik Kolstoe's Pantera (see the article elsewhere in this newsletter), a group will reconvene to make a second attempt this coming Sunday. See the e-blast for all the information.

PCNC Christmas Party — 7 December: The party is scheduled for the same place as before, this time on the 7th of December. See the flyer elsewhere in this newsletter for all the details.

PCNC Super Bowl Party — 9 February: Once again Mark and Linda Bailey are serving as hosts for the Super Bowl party, in their remodeled home which Mark insists was all done just for us!

New Mexico Rally — Spring TBD: A professional event planner who lives in New Mexico and owns a Pantera is making noises about hosting a POCA Fun Rally-type event, except it wouldn't be a POCA event. The details are still quite sketchy but it might even incorporate a track day at the Sandia Speedway in Albuquerque. More details will likely emerge at the end of this year.

Club Business:

Bank Account Updates: At the behest of Wells Fargo, Larry Finch sought to straighten out the contact information for both the main PCNC account, and the club store account. Due to the nature of our account as that belonging to an organization, they demanded that the board of the club formally meet and agree to the changes. That meeting took place, and the minutes appear elsewhere in this newsletter.

Zoom Flailing: The meeting continued to see struggles with our Zoom interface, caused exclusively by improper hardware. Eventually a workable solution was reached, but it is far from optimal

Buy/Sell/Swap:

Pre-L Pantera For Sale: Matt Kelleher has announced his intention to sell his early 1972 Pantera, although the details have yet to be formally shared. Look for a proper flyer in next month's newsletter, but if you know of somebody looking for a sorted early-model car that was subjected to a bare-metal restoration, you can beat the rush by contacting Matt directly.



Wheel Adapter Spacers: Mark Bailey was running BMW wheels on his Mustang, which required the use of adapters/spacers. They are 35mm thick, and bolt to a standard Ford hub and allow the use of 5 x 120mm (European) bolt pattern wheels. He's asking \$50 for them.

News, Clues and Rumors:

Baileys On A Car-Buying Tear: While visiting southern California, Mark and Linda found themselves with some time on their hands, and wandered into a McLaren dealership. There, Linda spotted a lightly-used McLaren 720S Spider with exactly the right specification. It is a one-owner car with 11k miles on the clock. After a brief test-drive, a deal was done and she drove it home!

She had a clear bra applied to the front end, and plans to use it as a track car with Checkered Flag Racing Association. Their son is making a license plate frame that will say "It's Mine" on the top and "Sorry Boys!" on the bottom.



At about the same time, Mark circled back around to the family selling a collection of three vintage race cars, and eventually a deal was done. Mark is now the owner of a McLaren Mark 8B Can-Am car, and two Lola T-70 coupes!

The Lola T70 Mk IIIA in the foreground was originally owned by the actor James Garner (of *Rockford Files* fame). Chassis 131 was raced in the 1970s by his American International Racing Team, and won at Sebring. It's completely original and unrestored.



The McLaren M8 FP in the center is one of nine built in period under license from McLaren by Trojan Racing for private competitors during the period when the M8 was dominant in the Can-Am series, with Bruce McLaren and Denis Hulme at the wheel of the works cars.

The Lola T70 Mk IIIB in the background is not a real factory-produced chassis, although it has a real Lola chassis tag on it. The tub was produced by master fabricator John Mason in Southern California, and is an exact replica, created to replace the badly damaged original tub. All the suspension is original Lola. The bodywork was created from molds which have been used by numerous owners of Mk I, Mk II and Mk III spyders who wished to rebody them as coupes.

All three cars are in running condition, and each comes with a spare set of factory wheels, and all documentation the family has on them. An initial deposit has been made, with the balance to be paid out early next year, at which point the cars will come home. Mark intends to recommission all three cars, and use the proceeds of the sale of two of them to essentially let him get the third one for free.

Well-done Mark!

Raffle Results: Due to the low turnout, there was no raffle this month.

The meeting adjourned to the parking lot (or the internet ether, depending...) at around 8:30 p.m.



Membership News

New Members for October:

We had no new members this month.

October Membership Anniversaries:

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

Brett Santos and Patty Arevalo: 37 years

Nancy and Mike Haney: 33 years

Gary and Mary Ann Kono: 28 years

Jim and Barbara Murch: 21 years

Steve and Kim Christiansen: 3 years

Ronnie Hum and Michelle Bordeaux: 1 year

Sadly, **Ryan and Amy McGuire** have chosen to drop out after being members for seven years. Also, **Steve and Kim Griffin** are leaving us after 18 years. If this is a mistake, please contact Brent Stewart immediately to rectify the problem



*Scary
Pumpkins
For A
Car Guy!*



Pantera Club of Northern California
136 Lighthouse Way
Vacaville, CA 95688

Cell: (707) 628-3317

E-Mail: MikeLDrew@aol.com
Web: www.panteraclubnorcal.org

Minutes of special telephone meeting 25 September, 2024

The meeting was called to order by the president at 7:04 PM. Steve Liebenow, Mike Drew, Larry Finch and Brent Stewart were in attendance, vice president Mark Bailey was not present. A quorum was present. The president called the special meeting at the request of the club treasurer, Larry Finch.

Larry reported that he recently became aware that some contact information for our two bank accounts at Wells Fargo was outdated. This came to his attention when Tom Galli contacted Larry saying he received a mailing from Wells Fargo. Since Tom has had no treasurer duties for nearly 10 years, he wanted the record cleaned up as far as his name on any accounts.

At a face-to-face meeting with a Wells Fargo banker, Larry learned there were other issues with the accounts, but was told any changes and updates required action to be taken by the executive board of PCNC.

To fulfill the bank's record keeping requirements, Larry made two motions, one applicable to each account. Both motions were unanimously approved by the board.

Motion #1 - account 3419938489

Moved that the PCNC board instructs Wells Fargo, through club treasurer Larry Finch, to record the following updates for account 3419938489:

The approved signer of this account shall be Irene Smith. The key executive for this account shall be Larry Finch. The mailing address for this account shall be 6239 N. Dolores Ave., Fresno, CA 93711. The account's physical address shall be 136 Lighthouse Way, Vacaville, CA 95688. Any persons or addresses other than those are to be removed.

Motion #2 - account 1005525405

Moved that the PCNC board instructs Wells Fargo, through club treasurer Larry Finch, to record the following updates for account 1005525405:

The approved signer of this account shall be Larry Finch. The key executive for this account shall be Larry Finch. The mailing address for this account shall be 6239 N. Dolores Ave., Fresno, CA 93711. The account's physical address shall be 136 Lighthouse Way, Vacaville, CA 95688. Any persons or addresses other than those are to be removed.

It was moved, seconded and passed to end the special meeting at 7:43 PM.

Mike Drew
PCNC secretary

Ironstone Concours d'Elegance

Story and Photos by Steve Dalcino

The Ironstone Concours has been a must-do event for PCNC since 2011. The setting is the Ironstone Winery, nestled in oak-studded Sierra Nevada foothills, with two small lakes, green lawns, lots of shade, and, oh yeah, a dirt racetrack. This year we had four cars (one Lotus and three Panteras) entered, for the first time, in the Ironstone Backroads Tour on the Friday before the Concours.

Saturday saw 11 DeTomasos entered in the Concours. Not bad, when you consider that the only classes with more entrants were Race Cars, Corvairs, and Volkswagens. There were a total of 301 vehicles entered, every one of which was worthy of a good long look.

Merry's and my weekend started Thursday morning. We met Brent and Bev Stewart and Dennis and Liz Valdez for the drive to Murphys. Dennis, the ultimate event coordinator, looked into Calaveras County events for Thursday evening, and found a fashion show in Angels Camp. A fashion show? I've never actually considered attending a fashion show. BUT, the Fashion Show ended up being a highlight of the weekend. When we arrived, we were seated on a cozy, 19th century covered porch above Main Street, at a table for six.

The volunteer staff immediately began bringing out a huge variety of very nice hors d'oeuvres and wines from local wineries. They were gracious beyond belief. Our plates were always



On Thursday morning, the vanguard of the PCNC contingent gathered for their drive up to Murphys



Making our way across the San Joaquin Valley for the Sierra foothills



Friday morning the group was ready for some back roads driving

full and our glasses were never empty. This service continued for the entire time we were there. As for the fashion show itself, there were about 14-16 models of every shape, age and gender. All were Angels Camp locals, and all were extremely gracious. They modeled mostly western wear from local shops.

I know nothing of fashion shows, but they all looked really *good*. Their attire was attractive beyond all my expectations. I'm sure all the participating dress shops and haberdasheries were doing land office business after the event.

Friday morning saw the Panteras of Garry and Sue Choate, Dennis and Liz Valdez, Steve and Merry Dalcino, and the Lotus of Brent and Bev Stewart at Ironstone Winery for the start of the Backroads Tour. This was the first time on the Ironstone Backroads Tour for me. I've been on the similar Stu Laidlaw Shake Down Cruises through the same territory in the past. Those events were always in April, when the hills were green, the weather was comfortable, the sky was azure blue, Highway 4 was closed over Ebbets Pass due to snow (no through traffic), and it was Saturday (very little commercial traffic). They were always beautiful, relaxing drives. This time, however, it was the end of September, the hills were brown and dry, the temperature was 105, the pass was open (lots of tourist and through traffic), it was Friday (lots of commercial traffic), and there was highway construction going on. Through no fault of the organizers, the actual drive was less than ideal. BUT, after 80+ miles of rural slow and go driving, we had a very relaxing late lunch on pontoon boats on New Melones Reservoir. All the temperature gauge monitoring and left leg exercise was forgotten.



We enjoyed a relaxing lunch on a pontoon boat on New Melones Reservoir

We got back to Murphys in time for a quick shower, a stroll to town, a glass of wine under the trees at Hovey's Winery and dinner with the PCNC contingent at Grounds Restaurant, where we got caught up on the trials and tribulations of the rest of the PCNC group. It seems Forest's starter mounting nuts backed off the studs far enough for the starter to no longer engage the flywheel. Yikes!

Fortunately, it all came to pass in the Murphys Suites parking lot. Dave Lindsey, who lives in Angels Camp,



The Mercer 35J Raceabout was arguably one of the world's first supercars. The 300 CID T-head engine made 58 hp and could propel the car to over 90 mph, quite a heady feat for 1913!



After venturing forth on expeditions throughout the show grounds, the PCNC crew returned to the shade of an old oak tree to enjoy the relaxing pace of the event

was the man of the hour, and had a floor jack and jack stands on the spot within minutes. Forest never missed a stride.

Earlier in the day, as Larry Finch was driving up highway 99 to the rendezvous in Farmington, he noticed that his radiator fans were not working. He has a robust cooling system and felt that the 105 temperature would not give him problems, as long as he kept moving with enough ambient air

going through the radiator... well... Road construction brought Highway 99 to a grinding stop long before Larry got anywhere near Farmington. Patience and ingenuity ruled the day, however. He got to Murphys over a circuitous route with just a little difficulty, and in plenty of time for dinner. All in all, our problems were miniscule, our dinner together was fabulous, and we headed back to the hotel with high expectations for the day to come.

Saturday at Ironstone saw CLASS X: DETOMASO AUTOMOBILES with the Panteras of Larry Finch, Forrest and Judy Goodhart, Garry and Sue Choate, John McNamee, Russ and Nancy Nelson, Dennis and Liz Valdez and Steve and Merry Dalcino. There was also the Mangusta of Greg Taylor and Diane Silvan. Unfortunately, there



The unbelievably rare four-door VW Beetle, one of only nine ever produced



The Morgan Monotrace (which means 'single track') was made by a French company unrelated to the better-known English firm. Licence-built from the German Mauser Einspurauto of 1923, it featured tandem wheels like a motorcycle, with outriggers for 'stability' which folded up when the vehicle was moving. Introduced in 1924, it was powered by a German 510cc single-cylinder engine. Only a handful survived WWII. This one was purchased from the Schlumpf collection in Mulsanne

were several last-minute cancellations among the other DeTomasos.

Ken Bredlau had three cars entered in the Concours, a beautiful 1946 Lincoln Continental Cabriolet, an unrestored 1957 Chevrolet Bel Air four-door hard top, and a 1969 Pontiac Firebird Convertible (his Pantera didn't make the cut this year). Unfortunately, only the Firebird made the trip to the show, which is a sad note, as Ken's '46 Lin-

coln is really something special.

An interesting footnote was that Greg's Mangusta entry was a last-minute substitute for his 1974 DeTomaso Longchamp. Greg had been searching the globe for an appropriate steering rack for the car for quite some time. The stars appeared to align just in time for Ironstone. A steering rack arrived shortly before the event. But, alas, the tie rods that came in the assembly ended up being too short. So the Longchamp stayed home, awaiting tie rods, while Greg's (class-winning) 1967 Mangusta did stand-in duty.

I go to this event every year and try to pick a "Most Interesting Car." I have



Despite encountering mechanical difficulties, both Panteras of Larry Finch and Forrest and Judy Goodhart made the show

never been able to choose just one car, or even a group of cars, that is clearly above all the rest. This year, I came up with two cars a gnat's eye above all the others: a 1914 Mercer 35J Raceabout, touted as the "First American Sports Car," and a 1953 Volkswagen four-door beetle. VW made nine of these in 1953 for a taxi company in Frankfurt, but got no additional orders. Too bad, they'd be a hot ticket in today's market. This car was one of the nine.

Life in the Mother Lode area of California seems to move along at a slower pace than it does in the rest of the world, and this show is no different. You can stroll through the cars at your leisure, munch on any number of goodies available from numerous vendors (a nice buffet lunch is provided for exhibitors), or you can just sit in the shade of huge oak and sycamore trees and relax with our congenial bunch.

The highlight of the afternoon was the "Race." This was a race of pre-WWI race cars, around a roughly 1/4 mile dirt track. Ironstone is the only Concours venue in the world with a track, and so, the only concours event that can host this kind of thing. Kudos to the Kautz family, owners of Ironstone, for building this track.

The award ceremony starts at 3:00, if it's on time (it rarely is). The DeTomaso Class is 35th of 37 classes. Our dinner reservation at Toscano's was at 5:00 (dinner reservations for a large group, after 5:00 PM, on the busiest weekend of the year, are impossible



It's a rare treat to see pre-war cars racing on an old-fashioned dirt track



After their Longchamp failed to make the show, Greg and Dianne brought their Mangusta and picked up their customary trophy!

without a huge, non-refundable deposit). So we snuck out a little early to secure our 5:00 PM reservation, just as Greg

and Diane went across the stage in their Mangusta, for the Best Of Class award.

Twenty-two of us (including Greg and Diane) eventually made it to Toscano's for a fabulous dinner, and a leisurely walk back to the hotel, where some of us had a nightcap, others had an ice cream, and all of us hit the sheets totally exhausted.

Sunday morning was a leisurely affair with most of us back at Grounds for an enjoyable breakfast. After our goodbyes, we headed back down the pleasant country roads of the Mother Lode to the harried pace of the rest of the modern world.

If you'd like to join us next year, book accommodations now, as Murphys Suites is already booked up for Concours weekend.



One last gathering on Sunday morning before the gentle drive home....

Installationus Interruptus

Or, How To Not Install An Engine

Story and Photos by Mike Drew

Earlier this month, a small but enthusiastic group of PCNC members (Mike and Lori Drew, Brent Stewart, Larry Larsen, and Mike Fontes) gathered at the lovely cottage of Erik Kolstoe and Jennifer Sloane. A number of months ago, Erik's Pantera swallowed a valve, and the resultant engine teardown revealed what may well be the very worst engine rebuild in history, done by a prior owner. The entire engine was scrap.

Erik went bananas and managed to buy a NOS 351C block that had been in storage for 50 years! From this grew a very nice aluminum head, roller cam stroker motor, built by a shop north of the Golden Gate Bridge. Due to parts shortages it took far longer to build than originally planned, but now, at last, the engine was built and ready to go!

On a Friday afternoon, Erik drove up and picked up the engine and brought it home. The next morning, we gathered and set to installing it into the car. The first move was to push the car into the street and spin it around. Erik's garage is slightly smaller than your average shoebox, so the job would have to be conducted outdoors.

The engine was transferred from



Brent whanged the new pilot bushing into place, but then we were stopped by missing parts. Ah well....

a simple, fixed stand to a longer stand with casters, designed to also accommodate a ZF. The next job was to install the gearbox. Brent Stewart happened to notice the engine shop had forgotten to install the pilot bushing!

Record scratch.

Jennifer, along with Lori Drew, set off to a nearby O'Reilly Auto Parts to procure the necessary bushing. Dennis Valdez was late to the party, and he brought a bunch more along in case the one they bought didn't work. In the meantime, we all sat down and enjoyed a delicious lunch.

When the bushing arrived, at first we thought it was incorrect, but after a good hard look, we realized it would do just fine, and carefully installed it. After that, the flywheel was installed and the bolts torqued to spec.

We were then mounting the clutch when I came to the realization that the tin shield between the engine and flywheel was missing. This would necessitate removal of the flywheel to install it, except that the shield had accidentally been left at the engine builder's shop!

Record scratch number two, and this one was insurmountable. Having to temporarily accept defeat, we pushed



Brent and Larry started by transferring the engine from one stand to the other



Although we were disappointed at the initial setback, it afforded us the opportunity to get a head-start on lunch, which is never a bad thing!

the car back into the garage, and stored the gearbox and motor alongside it. The tools were picked up, and everyone left for home several hours earlier than planned.

Fortunately, Erik has since sourced all the missing bits, and we will reconvene this coming Sunday to finish the job. Hopefully we can have a few more people and see success at last!

BREAKFAST CLUB RALLY. PRESENTS

PRE-STAGE[®]

MONTHLY AUTOMOTIVE GATHERING



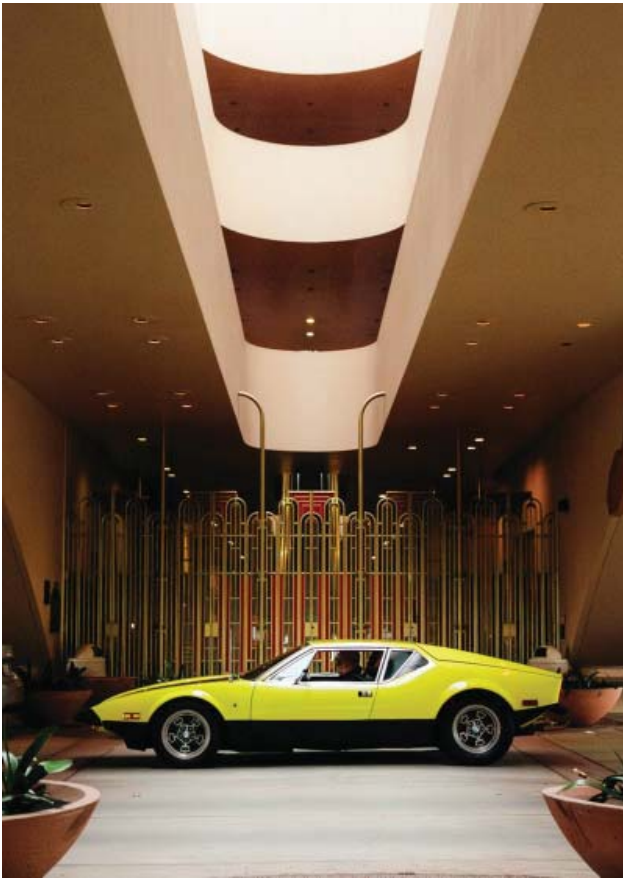
EVERY THIRD SATURDAY, 8-10AM
MARIN CIVIC CENTER LAGOON PARK
SAN RAFAEL, CA

NOV
16
2024



BREAKFAST CLUB RALLY®

BCR and Pre-Stage invite everyone to display their Panteras in the featured 'sponsor area' at the Pre-Stage automotive gathering at the Marin Civic Center Lagoon Park on Saturday, November 16th, from 8-10 a.m., as we shine the spotlight on an Italian-American supercar icon.



Interested? Awesome. No RSVP required, just show up during load-in, between 7 and 8 a.m., and park your Pantera with the other Panteras in the area just forward of the Red Whale Coffee Truck (see the map below).

*For more info go to www.pre-stage.com.
Hope you can make it; see you real soon!*



2024 P C N C

● HOLIDAY BANQUET DINNER ●

AWARDS CEREMONY

Sign up for the Banquet on-line and pay with your credit card or Paypal account. Or if you wish, send your check for dinner reservations. Be sure to put your name(s) and meal choices on the memo line if you send a check. Dinner reservations must be received by **November 24th**

WHEN: Saturday, December 7th. Reception, no-host bar, and entertainment begin at 6:00pm. Dinner is at 7:30pm.

WHERE: The Hilton Garden Inn, 2000 Bridgepointe Circle, San Mateo, CA 94404. 650-522-9000. Orchid Room - First floor, to the left of the reception when you enter.

PLATED DINNER CHOICES: Appetizers will be served prior to dinner, salad, and dessert.

- **Chicken Marsala: Button Mushroom, Garlic Mashed Potato, with Marsala Wine Reduction**
- **Grilled Flank Steak: Served with Garlic Demi-Glace, Roasted Potato**
- **Tortilla Crusted Tilapia: Served with Hawaiian Salsa, Rice Pilaf**

BANQUET PAYMENT: \$80 per person. Your club is subsidizing this event to keep your costs down! If you don't join us at the party, you are not only missing out on the chance to enjoy Holiday cheer with your fellow club members, you are missing out on benefits your dues support!

Register by following this link on your computer or phone: <https://2024pcnc.brownpapertickets.com/> You will be charged \$86.29 per ticket which includes the service charge from the on-line processor. For those choosing PayPal, please note that the recipient of your payment will show as Lawrence Finch, PCNC Treasurer.

CHECK PAYMENT OPTION: For Members who wish to pay by check, make checks payable to "Pantera Club of Northern California", The bank does not like us to use PCNC. Write the names of people in your party that you are paying for along with their dinner choices on the memo line. You may also attach a note. **Checks must be received by November 23rd.** Bring to the next PCNC meeting or Mail to: **Dennis Valdez – 3252 Charmat Court, San Jose, CA 95135**

OVERNIGHT LODGING: A limited number of discounted rooms are available - King (\$129.97) and Queen/Queen (\$140.04) plus applicable taxes. Buffet breakfast is included in the room price. Make reservations by clicking on, or entering the following link on your computer or phone <https://tinyurl.com/PCNC2024-Hotel> or by calling 1-650-522-9000, be sure to mention your with PCNC to get the discounted rate. **Reservations must be secured by November 24,** to get the discounted rate. Questions? Call Dennis at 408-772-6685 or, valdezs1@yahoo.com



Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120



NEXT CLUB MEETING

**Thursday, October 31st, 2024
7:30 P.M.**

**BLACK BEAR DINER
174 W. Calaveras Blvd, Milpitas**

NEW MEETING LOCATION!

UPCOMING CLUB EVENTS

3 November — — — — — Engine Installation Tech Session Part Deux (Erik Kolstoe)

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

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH