

THE GOAT CONNECTION

VOL.19-#3 Newsletter of the GOLDEN GATE GOATS MARCH 2013
GTO CLUB OF THE GREATER SAN FRANCISCO BAY AREA



CLUB MEETING MARCH 7 at THE ENGLANDER, SAN LEANDRO

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PRESIDENT'S MESSAGE

Greetings Folks,
Our February meeting was just fantastic. Turnout was excellent with excitement in the air as the various locations to hold our Jim Wangers 2013 event were discussed and compared. And the winner is, drum roll please; Club Auto Sport in San Jose on Saturday September 14th. Visit them online at www.clubautosport.net I would describe their

facility as a "Business Community and Event Center" for all things automotive. You owe it to yourself to check out their facility as it is truly a car enthusiasts dream. Goodies Speed Shop has a retail store and shop facility within Club Auto Sport and has offered us the use of their shop area for 2 hours to hold Jim's presentation. Club Auto Sport hosts a monthly car show series called Cars and Caffeine starting in March that is held the second Saturday of each month from 8 to 1 and is open to all makes and models. Those of you that live locally may want to swing on by. Our car show will be part of that day's Cars and Caffeine event and we will have a designated parking area just outside the shop doors to Goodies. They provide food for purchase onsite; details are yet to be determined. Coffee and donuts are complimentary; they will also provide the tables and chairs. Member John Whitmore has access to the required audio/video equipment. We will need to provide an EZ UP to give Jim some shade over the table where he will display his wares. It makes sense to have this set up among our cars so the general public can see him as well. **Jim's presentation will be a GGG only event.** Due to conflicts with Jim's schedule the date needed to be pushed back.

Jim chose the September date as it coincides best with the 50th Anniversary of the GTO. This brings you up to speed on the details for Jim's presentation. The remainder of the day is a clean slate. Jim is very excited to be returning to visit us and is looking forward to what he calls another great Golden Gate Weekend! Stay tuned as additional details become available. Mark your calendars now for this date as this is an event you won't want to miss.

Our next meeting is on Thursday March 7th at The Englander in San Leandro. 6:30 meet and greet, meeting starts at 7:30 sharp. We will be discussing Benicia 2013 plus brainstorming event ideas for this year's calendar. If you have an event you would like to present, now is the time. We still have the option to continue the Al Harris Car Show at the Palo Alto VA over Memorial Day weekend if one of you wants to step up and coordinate. Let's get some date on our calendar! Treasurer Mike LaCombe will be presenting his Treasurer's Report too. Nor Cal Chevelles will be joining us at Benicia again this year. In addition to Benicia there is interest within both GGG and Nor Cal Chevelles to have an additional combined club event this year. They have a yearly event called "Run Through the Canyon" that sounds like a blast. Their event chair, Joanie Serafino can bring us up to speed on that event if she is able to attend our March meeting. 2013 is looking to be another GRRRRR8 year for the Golden Gate Goats! As I have said many times, our member's ideas, suggestions and participation determines what we do. Golden Gate Goats is YOUR club so come to our March 7th meeting with an event idea you would like to host.

Until 3/7, see ya in the fast lane!

Prez John

GOLDEN GATE GOATS WEB SITE AVAILABLE AT:

www.gggoats.com

GOLDEN GATE GOATS EVENT PICTURES

We have a picture hosting site that has lots of event pictures. These can be downloaded to your own computer or you can order pictures directly from the site. Pictures can be viewed at:<http://imageevent.com/jimlent>



Email List

We have an active list that provides frequent updates on club activities and provides links to pictures of club activities. E-mail jimlent@comcast.net to join or to update your email address.

CHANGES, MISSPELLINGS, ETC.

IF WE HAVEN'T GOT YOUR INFORMATION MIXED UP YET, JUST GIVE US TIME. WE ARE WORKING AS FAST AS WE CAN. Please contact Jim Lent with any name, address, phone number or vehicle corrections or changes. (510) 799-6096. E-MAIL: jimlent@comcast.net SNAIL MAIL: Jim Lent - 118 Iris Court

Hercules, CA 94547

Jim Wangers Visits the Golden Gate Goats - May 14, 2013 (NEW DATE)

Jim has agreed to join us on this weekend to continue our journey of learning about Pontiac and the GTO.

What a fitting time as the 50th anniversary of the GTO is upon us in 2013. "What" you say, "Wouldn't that be in 2014." Well, just think back to the old days when the fall preview of the new cars signaled the time to head to the showrooms. This is the first time in several visits that Jim will present us with a presentation about Pontiac and the GTO. Please set this date as a must attend to learn about your GTO.

Here is an excerpt from "PONTIAC PIZAZZ!"

"Tempest GTO: Zero to 100 in 11.8 Seconds!"

Not if it dropped straight off the top of the Empire State Building

The Grenadier Red '64 GTO was the pivotal car that helped launch the Pontiac GTO as the hot entity for American auto enthusiasts. It was also a prime element in the birth and early development of the entire musclecar era. This car was used in the infamous *Car and Driver* magazine "GTO vs. GTO" road test, before it became my personal driver for most of 1964.

The birth of the GTO is well-documented, so I'll just hit the high spots here. It began sometime in early 1963 in the Pontiac Engineering Garage at the GM Proving Grounds in Milford, Michigan. John DeLorean, Pontiac's Chief Engineer at that time, was looking at the chassis of a prototype '64 LeMans with two of his Assistant Chief Engineers, Russ Gee and Bill Collins. They were trying to hang a dual exhaust system on the 326 cid V-8. The Tempest/LeMans A-body was about to change from the 1961-'63 cars' transaxle layout to a conventional front-engine/rear-drive design.

Collins laughingly said to DeLorean, "You know, we could stick a 389 engine in here in about a half an hour." He was right. Since every Pontiac V-8 from the very first 287 to the last big 455 shared the same exterior dimensions, DeLorean, with Russ Gee's approval, gave Bill's idea a nod and an automotive legend was born. The prototype was assembled and tested at the "Grounds," all the time hidden away from the prying eyes of competing GM divisions.

John DeLorean suggested the name GTO because that's what it was. Italy's Ferrari was using the name on an expensive, limited production model introduced in 1962. They had adopted the name from the worldwide auto racing sanctioning body FIA (Federation International d'Automobile). GTO (Gran Turismo Omologato) was FIA's classification for a Touring Class vehicle assembled from a mix of parts all made by one manufacturer, and homologated (approved) for competition use. Pontiac had developed this new car from available parts just as Ferrari had done. Quite simply, they had stuffed a 389 Bonneville engine into their new intermediate-sized LeMans.

Now the job was to get approval from GM brass, and there was a problem. Corporate rules dictated that any car built by GM was restricted to one cubic inch of engine displacement for every 10 pounds of vehicle weight. This meant that the biggest engine that could be put into the new 3,500-pound LeMans would have to be less than 350 cubic inches. It didn't take a brain surgeon to figure out that the 389 was not part of this formula.

Eventually a clever and slightly clandestine solution was developed. It was decided to sell the big engine as part of an option package, which meant it didn't have to be shown to the GM brass.

Dealers were introduced to the GTO package with an official information sheet briefly describing the special trim and the emblem placement, the "simulated" hood scoops, and the "engine-turned" instrument panel appliqué. Almost hidden at the end of the list was a one line mention of the 389 engine. The dealer network caught on instantly and the initial allotment of 5,000 GTOs sold almost overnight.

GM brass was not pleased, and the lousy little extra 5,000 LeMans sales didn't change their minds either. However, when Pontiac dealers began clamoring for still more cars, and new orders exceeded 15,000, even the most critical of the "suits" sat up and paid attention. The green light was given for continuation of GTO production, and this was soon followed by approval for the Chevelle SS, the Olds 4-4-2, and Buick's Gran Sport. The musclecar era had begun.

Now our job was to sell it. New York based *Car and Driver* magazine at that time was transforming itself from its limiting European sports car-centered format to take a look at this new batch of American high-performance cars. Editor David E. Davis' smart-aleck editorial style made C/D far more entertaining than its competition. When I suggested a Pontiac GTO vs. Ferrari GTO bout, as a spoof, he jumped at the idea.

A pair of cars was quickly assembled for the magazine's use. A well-equipped tri-power, 4-speed blue Sport Coupe was shipped to New York City while a similar red pillared coupe, our subject here, built on November 7, 1963, was "prepped" a bit for use in the acceleration tests. The car was shipped to Royal Pontiac where a modest Bobcat package was installed. This included special high-compression head gaskets, a distributor recalibration, richer carburetor jetting, a manually operated progressive carburetor linkage, and adjusting rocker arm lock-nuts. All this performed to a cleverly-disguised 421 engine.

We drove the red car from Detroit to meet the magazine staff for testing at the Daytona Speedway. They had been very impressed by the blue car (a wide-ratio 4-speed, with a 3:55 rear end), but the red car with a close ratio 4-speed, 3.90 rear gear really "blew them away." The first thing I noticed was a hopelessly optimistic handheld stopwatch being used to time these cars. For example, the red Pontiac GTO cut a 0-100 mph time of 11.8 seconds. The 0-60 figure came in at 4.6, and all this on spindly Uniroyal Tiger Paws! This 11.8 figure made the cover of the magazine.

While the Ferrari never made the test, the *Car and Driver* editors had tested one earlier. Our red car approached the exotic's acceleration times but neither Pontiac was any threat in other performance comparisons. The magazine

only insinuated the domestic upstart's challenge to the Ferrari's storied image, but in the process both the 1964 GTO and *Car and Driver* magazine became legends.

With the Florida test completed, we brought both GTOs back to Detroit, flat towing the red car with the blue one because of a spun bearing. The blue car, a pre-production pilot line car with no VIN number, was sent back to Pontiac Engineering and was eventually fed to the crusher. I bought the red car. It was a real runner, and (at least for a while) a true "sleeper," perfect for my celebrated late night "activities" on Detroit's Woodward Avenue.

I drove the red car daily until the '65s became available. It sold almost immediately to a guy named Bill Sherman for \$3,200 — not a bad price for a full-on Royal Bobcat. Bill was the same Royal Oak police officer who had "stopped" me on several occasions to discuss my street action, always bugging me to sell him the car. Bill kept the car for more than 20 years, drag racing it at Pontiac events, with Milt Schornack doing the driving and tuning. When Bill passed away the car was sold to Joe Conte, a well-known Corvette collector in New Jersey.

After many years the GTO was sold to Tenney Fairchild, a successful young TV commercial director in Hollywood, California. Tenney knew the car quite well. He remembers first seeing it when he was only four years old, when

his dad, who also worked at Pontiac's ad agency, brought him to the office. I remember taking a very young, wide-eyed Tenney for a "shot through the gears" in this same car. He has recently hired Pontiac expert Scott Tiemann to restore the car to the same condition it was in when turned over to *Car and Driver* for the test, including an accurate date-coded 421 block. This great Goat is perhaps the best documented, and certainly one of the most valuable GTOs in existence today.

Fitz:

The historical importance of being the first GTO warrants its place in this collection. The styling of this car is of no particular interest to me—sorry about that. While I admit that an interest in performance is extremely important to many, it's a fairly constant but not a large percentage of the population. Market research tells us that image and prestige (social acceptance) are among the deciding factors in the choice of cars by most buyers. This was true in the 1920s, true in the 1960s, and is still voiced today by automotive industry leaders. Today they just don't seem to be able to figure out how to acquire that pizzazz.

"You know, we could stick a 389 engine in here in about a half an hour."

BENICIA CAR SHOW MEETING INFORMATION **Sunday – APRIL 28th, 2012**

Howdy Folks, Its time for the Benicia Car Show again! This is your chance to get new bugs on your windshield coming out to a fun little show in Benicia! The show is held on the waterfront of downtown Benicia with our parking spot on a peninsula surrounded by the bay. Due to this location it can be brisk so you might want to dress in layers because the afternoons are usually in the 70's and the mornings are a little less. To further entice you we will supply hamburgers cooked by a club member with simple condiments for your lunch, but you need to bring your own assorted drinks. **NEW THIS YEAR! – We are asking that you bring something pot-luck style to share with the others (appetizers, desserts or chips suggested)**

Please let us know if you are coming so we can have enough food for you.

Nor Cal Chevelles will be joining us at Benicia again this year.

Please come out and support the Benicia High School band and spend a nice spring day with your fellow goat members. If you are a last minute sort of person we have always found room to get you in to the show.

We are Meeting on **SUNDAY** the 29th at 7:00 am at Starbucks and will leave for the show at 7:15 in an impressive display of Pontiac horsepower. To get to the Starbucks in Benicia from the south on highway 680 you should follow 680 north to highway 780 at the Benicia bridge. Take 780 north to the Southampton exit. at the bottom of the exit turn right and take the next left into the shopping center. find a place to park, Starbucks is on the left. From the south or the north on highway 80 take highway 780 south to the Southampton exit. At the bottom of the exit take a left turn under the freeway. Take a left turn at the 2nd stop sign into the shopping center. Find a place to park, Starbucks is on the left.

If you have any questions or need directions call me at home 707-745-2918 or on my cell phone at 707-486-3660.

s2cole@hotmail.com

The day of the show try my cell phone, it will be on.

Thanks and looking forward to seeing you,

Stuart Cole

**YOUR AD COULD BE HERE! PERSONAL ADS FOR ALL
GOLDEN GATE MEMBERS ARE FREE -**

NON-MEMBERS Ads - \$10.00 per month per ad.

**Contact: Jim Lent, 118 Iris Ct., Hercules CA 94547 (510) 799-6096 or
email - jimlent@comcast.net**

WANTED:

FOR SALE:

'64 GTO-Tri Power-4spd-Black on Black \$36,000.00

This example of raw power is in the form of the Original Muscle Car. There are no power drains: No power steering, No power brakes, No Air Conditioning, No Smog Pump. This is the sturdy post top model. Built for speed. It was built in the Fremont, CA assembly plant on an order from a buyer in Portland. No rust. Although it has been restored and rebuilt, it looks like the car was garaged most of its life. Original Protecto Plate sits in its place in the glove compartment. The entire car is like new. The car is rarely driven, just enough to keep it in top shape.

Here's the List of Features: Black Exterior with Clear Coat; Polished 17-in. deep-dish American Wheels; Also have steel wheels with dish hubcaps and spinner hubcaps. Plus, brand new period torque thrust mags; So, there are 4 ways to do your wheels with this car! All rubber and weatherstripping like-new; Newer emblems throughout; Newer front and rear glass; Newer original style black interior and carpet; GTO floor mats; Original Console; Original AM radio in works(listen to Oldies as you drive!); Original dash mounted Tachometer; Sixties style rally gauge pack shows engine temperature, oil pressure and alternator amperage; Four-point Simpson racing seat and shoulder belts; Vanity license plates lic # GGGTO; Golden Gate Goats car club member and license plate frame; Excellent chrome bumpers; Rebuilt engine about 15,000 miles ago is a Pontiac 428 block featuring a Crower hydraulic racing cam; Pertronics Electronic ignition; Doug's headers, nickel finish; Original style re-cored radiator; Flowmaster exhaust; Newer water pump; OEM style splitter tailpipes; Newer clutch and brakes; 3:23 Differential with Pos-I-Traction; Tuned suspension for a firm but comfortable ride; This car needs nothing but a qualified buyer.

Also Included in the sale price:

New 2-volume set of General Motors Service Manuals; Specialty tools such as wiper arm tool; Custom fitted Wolf '64 GTO car cover; Contact Club member Mark Vanderhoof at 831-234-8117 or

<bosquindo@hotmail.com>

Additional pictures available at: <http://imageevent.com/jimlent/markvanderhoofs64gto>



1967 GTO convert, 2nd owner for 42 years. All original sheet metal, very clean Original cameo white repainted base coat clear cote, White power top, black interior. Power windows, Quick ratio power steering, power disc brakes in front, Power antenna, AM/FM orig radio, AC blows cold (no smog pump as from Fl.) Power drivers seat, all original upholstery All original #s matching engine, 5000 miles on rebuild (to original specs) His-Hers Hurst auto shifter, turbo 400 shifts perfect(rebuild 5000 miles) Posi-rear 2.93 ratio, New tires on orig rally 1s, 1.25" front sway bar, rear 7/8 sway bar. Fun car to drive (not a racer) Draws lots of attention. 167,000 easy miles. \$39,000 OBO Please email club member Peter at pwr78@hotmail.com



1965 GTO Tri-power setup. Used. in very good condition. Complete with correct water neck and alternator bracket. Ready to bolt-up on and run. Painted late model metallic blue. Foam filters. 4 speed carb tags. ran on my 69 Judge less than 3k miles. Contact club member **Charlie Neefe** at home: 775-867-3086 and cell 775-426-9815 or charlie_neefe@yahoo.com. \$1,500.00.

UPCOMING EVENTS

BENICIA CAR SHOW, Sunday April 28 - This has been an annual event for our club. Many different kind of cars in a nice setting. Burgers, dogs and sausages provided by the club and prepared by Chef Stuart. Tastee food and endless comments are a speciality of the chef. Please plan to attend this fun event.

MORAGA CLASSIC CAR SHOW - MAY 11th. - Several club members have attended this show the last few years. Nice event with a community faire. Lots of shopping for the ladies. Most importantly the show starts a little late so you don't have to show up at the crack of dawn. We will have meeting point information closer to the event. Highly recommended for a leisurely Sat. fun time.



Greater San Francisco Bay Area Pontiac GTO Club

www.gggoats.com

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MITYGTO@AOL.COM

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Our goal is to preserve and keep the legend of the Pontiac GTO alive. We plan to do this by having fun as we learn more about our GTOs through various club activities: Cruises, Parades, Car Shows, Picnics & MORE!

CLUB LOGO ITEMS

In 2005 we opened our online club store on our website. The store carries a full line of apparel, house wares, and gifts with the Golden Gate Goats logo, Outlaw GTO Association of Western America logo, and images of our club cars! Go check it out at:

www.cafepress.com/gggoats

2013 - Club Meetings

Club meetings are scheduled for the following months:

**February, March, April, May
September, October, November
and December.**

**Check newsletter or website
for updated dates, times & locations.**

**GOLDEN GATE GOATS EVENT PICTURES
CAN BE VIEWED AT:**

[HTTP://imageevent.com/jimlent](http://imageevent.com/jimlent)

VENDOR DISCOUNT PROGRAM
PLEASE SUPPORT THESE VENDORS WITH YOUR BUSINESS



World Muffler - 10% Discount - 966 E. El Camino Real, Sunnyvale - 408-738-2318 Contact Maynard Rougier or Patrick Karl

Victory Automotive Machine, 10 % Discount - 3500 Pearl Ave, Unit E. San Jose -Contact Vic Anderson 408-266-7570 victorymachine@netscape.com.

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Engine: Rebuilds, tune ups, performance modifications, Drivability improvements, Fuel injection service

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Please contact Ray Ibia if you have a vendor that will provide discounts

for club members.
rkibia@earthlink.net



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* 67-81 Camaro * 67-81 Firebird * 64-72 GTO * 64-72 Skyhawk/CS
* 64-72 Catalina/442 * 66-74 Dodge/Plymouth

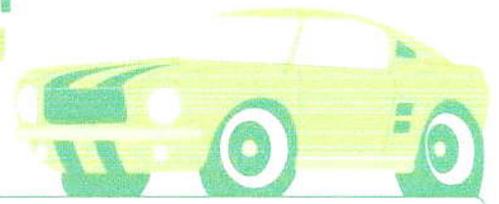
Bethel's Goat Farm - 10% discount - ask for Ed (408) 295-7611

Performance Years - offers discounts to club members on orders up to \$500 of 3% w/charge card or 5% prepay. Orders over \$500 8% with charge card or 10% prepay. 215-712-7400

Paddock West - offers club members a 10% discount on their orders. Identify yourselves with the code "GGG1" to get the discount. 800 854-8532 or (909) 798-4166.

Vic Hubbard Auto Supply -Preferred Buying Program 1-510-537-9001.Club members receive a Car Club Account Card. Simply present the card every time you shop at any of the Vic Hubbard locations. While there, don't forget to pick up your FREE Parts Pro Catalog. Make sure you give your Account Card to your sales agent prior to making your purchase to insure you receive your special Golden Gate Goat Club Discount.

HUBBARD MACHINE - 10% DISCOUNT
21030 Meekland Ave., Hayward 510-537-7885 Contact Wade Cook or Jim Casares



REGISTRATION FEE: \$30

Includes: Car caption card, lunch for 2 per entry, a ribbon and a commemorative photo.
 Please send this form and 1-3 photos of your car.
 (Photos may be emailed to bradnoggle@yahoo.com. If they are sent US mail you will get them back the day of the event.)
 Make check payable to **Moraga Chamber of Commerce**

CAR SHOW CONTACT INFORMATION:

Registration: **Brad: 925-247-4629**
Gloria: 925-247-4473
Bradnoggle@yahoo.com

Address: **Moraga Chamber of Commerce**
1480 Moraga Road, Suite 1, Box 254
Moraga, CA 94556
Attn: Brad and Gloria

REGISTRATION & CONTACT INFORMATION

Owner Name: _____
 Phone: _____ Cell: _____
 Address: _____
 Email Address: *please provide:* _____

TELL US ABOUT YOUR CAR

Make: _____ Model: _____
 Year: _____ Body Style: _____

Tell us the story of your car and its unique facts and history. This information will go on your car's caption card for the show.

I will not hold the Moraga Chamber of Commerce liable in case of any damages or loss of exhibitor equipment, or any injuries incurred while attending the faire. In addition I agree to attend the car show from 11 am to 4 pm.

I am submitting the Kimco Realty hold harmless agreement.

Signature: _____ Date: _____

Registration Deadline: May 1, 2013

Mail all documents and your payment to
Brad, Car Show Coordinator 1480 Moraga Road, Suite 1, Box 254, Moraga, CA 94556
 Make check payable to **Moraga Chamber of Commerce**



Indemnity Agreement

INDEMNITY: Activity/Exhibitor/Participant shall indemnify RHEEM VALLEY, KIMCO REALTY CORP. a New York Corporation; and all affiliates, officers, agents and employees, against all loss, damage, expense and liability resulting from injury to or death of persons, including, but not limited to, employees of Activity/Exhibitor/Participant, Licensor or Center Owner, or Owners, arising out of or in any way connected with, Activity's/Exhibitor's/Participant's access to our use of the Center, however caused, regardless of any negligence of Licensor or Center Owner, whether active or passive, except for such injury or death as may be caused by the sole negligence or willful misconduct of Licensor or Center Owner. Activity/Exhibitor/Participant shall upon request by Licensor or Center Owner defend any suit exerting a claim covered by this obligation to indemnify.

Authorized Signature of Activity/Exhibitor/Participant

Print Name

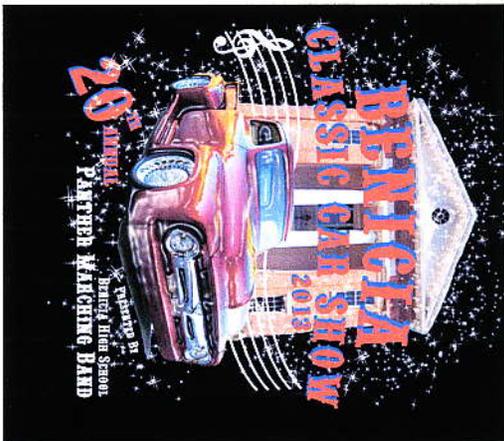
Date of Signature

Moraga Community Faire

Name of Activity/Organization

5/11/2013

Date of Activity



**The Benicia High School Band Presents:
The 20th Annual Benicia Classic Car Show
PRE-REGISTRATION FORM**

Sunday April 28, 2013
9:00 AM to 3:00 PM

FIRST STREET GREEN AT BENICIA WATERFRONT

Pre-1976 American Made Car/Truck Show

This event supports the award winning Benicia High School Panther Band Program.
Entrants receive *Free breakfast for 2 until 10 am*

For the first 300 car entrants: **Goodie bag and dash plaques**
Show trophies for numerous categories voted by other entrants.
Vendor booths: food, crafts, and car-related merchandise.

**Complete and mail this form with payment no later than April 15, 2013
PANTHER BAND BOOSTERS, P.O. Box 2247, Benicia, CA 94510**

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Visit our new web site!

www.pantherbandboosters.com/car-show

Come listen to the award-winning Panther Jazz Band
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Name: _____ Phone: _____ EMail: _____

Address: _____

City/State/Zip: _____

Vehicle: Car or Truck Year: _____ Make: _____ Model: _____

Car Club: _____ Club Address: _____

\$30.00 Pre-Registration: Admits 1 car (\$40 at the gate if space is available)

Event T-Shirt: \$15 each (\$20 at the show)
MARK QUANTITY OF EACH SIZE REQUESTED
S: _____ M: _____ L: _____ XL: _____ 2XL: _____ 3XL: _____ 4XL: _____

****NOTE****
Vehicle Registration starts 7 a.m.
Please have your car ready to show. No "For Sale" signs can be displayed and no "Display Only" non-judged vehicles can register the day of the show.
Questions?
Call Dave at (707)742-3590
Email at: carshow@pantherbandboosters.com

I/we hereby release the Panther Band Boosters, Benicia Unified School District, their officers, employees, the City of Benicia, their officers, employees and anyone connected with this event of any and all known and unknown damages, injuries, losses, judgments, and/or claims from any causes whatsoever that may be suffered by anyone participating in this event or by spectators at the event, in acceptance of participation in the 20th Annual Benicia Classic Car Show by execution of this entry form.

Signature Required _____ Date _____ Registration is non-refundable. Event held rain or shine.