



news

www.PanteraClubNorCal.com

Volume 35

Issue 9

September 2008

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Minutes of Meeting 28 August, 2008

The meeting was called to order at 8:00 p.m. sharp by the president. All officers were present except for Mike Drew, Larry Finch, and the Renshaws. Six Panteras, and 31 club members were present according to the sign-in roster.

New Members/Guests: The club welcomed **Patrick King**, who just bought a silver-blue '71 Pantera about two weeks earlier. He believed that the car was 'fairly original', but then other club members piped up about some of the various updates and improvements that the car has received. Well-done!

Changes To Last Month's Minutes: The story about the Bugatti was wrongly attributed to Bob Lucas; in fact it was Ron DeMaderios who shared that tale.

Club Treasury Report: Steve reported that the treasury is healthy. All the work associated with the Laguna Seca corral netted the club a profit just under \$20! But that's what we were aiming for; the ambition was to perpetuate the tradition of De Tomasos at Laguna Seca, not to profit at the owner's expense, and in that we were successful. One hopes that there will be increased participation in the future, however.

Club Store Report: Rich Boschert brought a few club store items for display and sale, and sold a few things after the meeting was over.

Club Motorsports Report: As Larry Finch was absent, Mark McWhinney gave a brief report in his absence. POCA is contemplating moving the 2009 Fun Rally from Las Vegas to Reno, and Larry Finch has been working with the management of the Reno-Fernley track to secure the appropriate date. The track can be seen here: <http://www.reno-fernleyraceway.com/>

Club Membership Report: Russ had nothing to share since his last update.

Club Website Report: Mark has been busy updating the website with the latest information. The new POCA website is about to go on-line as well.

Past Events:

Monterey Historics Races Weekend: Numerous people shared their reflections about the numerous events that took place over the long weekend. The Concorso Italiano was widely considered to be a disaster, due to the totally inappropriate location. Although there were good points (access was simple with no lines of traffic), overall the site was horrible and attendance was way down. Virtually nobody who attended this year said they would return next year if it was held in the same place.

A group of discontented Italian car owners (led by a splinter group of Ferrari owners) is contemplating trying to stage a competing event next year. Mark McWhinney attended an organizational meeting to gauge their seriousness. It's a daunting task, as the cost to rent a golf course for the day is upwards of \$200,000, and that doesn't include any tents, security, staffing etc.

Although the Concorso Italiano people have signed a five-year contract with the Marina airport, it seems likely that they will elect to move the event to a more suitable location next year.

Despite the poor location, quite a few PCNC members attended the Concorso and had a good time. Tom Galli was there with his beautiful Mangusta, and was initially awarded a third place trophy. Tom Tjaarda was awarded first place for his recently modified '73 Pantera. However, this was a mix-up, as Tom Galli was supposed to get the first-place award. So Tjaarda had to surrender the beautiful glass "Best De Tomaso" trophy to Galli and his Goose. Tom Galli also won two additional awards from *Pantera International*.

Garry Choate was interviewed by an Argentinean TV crew, plus the crew of the Garage 419 internet-based video magazine.

Bob Benson talked about his efforts assisting Todd Glyer with his '68 Lola Can-Am car,

servicing as 'crew chief'. Todd had a great weekend, with no broken parts, and put on a good show.

The Baja Cantina had a wide and varied assortment of cars present, and the restaurant was packed. Once the meal was completed, diners were shooed out to make room for the next batch.

Diane Dean reported on the PCNC dinner Friday evening. The theme was 'patriotic' and overall it went quite well. Attendance was down somewhat, with a smaller-than-normal contingent of Southern California owners, partially made up by some additional visitors from Texas.

There was one 'incident' after closing down on Saturday night, when some non-affiliated guests at the hotel attempted to break into the hospitality suite. They were foiled by some alert PCNC members. It will be interesting to see if they are allowed back next year!

There was a lot of beer left over this year, attributed to the fact that both Roger Sharp and Jim Kuehne were unable to attend to consume their quotas!

Garth Rodericks met the CEO of SCAT crankshafts and struck up a conversation, and as a result they are now going to supply his rotating assembly for his engine rebuild. He also reported on the Pebble Beach Tour de Elegance, where some of the concours cars are driven around the peninsula on a scenic drive. One steam-powered car had difficulty remaining lit, and it was very quiet as a result.

Markus Woehler lives right in Monterey and managed to get to most of the events, with Mike Drew. He was somewhat surprised to find that people knew Mike just about everywhere they went!

Diane spoke of some of the issues from this year's Los Laureles event, and wondered how many rooms we might get next year. We surrendered five rooms back to the hotel with relatively short notice this year; subsequently she got calls from four people trying to get rooms at the last minute.

Jim Kuehne suggested that we start pushing our rooms for 2009 soon. One reason that we are having difficulty in filling our allotted number of rooms is because we no longer advertise them publicly in the POCA newsletter etc., and we offer them up to the general POCA public too late. He urged improving that situation starting next year.

Look for the complete story on this year's event in next month's newsletter.

Upcoming Events:

Dyno Day — 27 September: Al and Deb Cox, of Cox Performance Motorsports (www.coxperformance.com) are going to be hauling their portable dyno down to Roger and Pam Sharp's place for an all-day dyno tuning session.

The club will be providing free hot dogs, chips and sodas. Roger was planning on just boiling the hot dogs, but Head Chef Todd Glyer will have none of that; they will be properly grilled!

Each car will be given two pulls on the dyno, for \$50. Due to the time required to get cars onto and off of the dyno, we can only accept a maximum of 30 cars. The priority will be:

- 1) Panteras (whether they are PCNC member cars or not)
- 2) PCNC/POCA Brand X cars
- 3) Non-club member Brand X cars.

This is a rain or shine event (rain, in September?) and no refunds will be given, because we have to pay the dyno operator in advance. If you want to reserve a spot, make out a check to

PCNC for \$50. and send it to Roger Sharp 445 Valley Oak Drive Morgan Hill, CA. 95037. The dyno will handle up to 2000 HP so most of us will be able to see our maximum performance potential. Leave your top fuel dragsters at home, however!

If you have waited until the last minute, contact Roger to find out if there is still space available; chances are that we will be able to squeeze you in however, so plan on coming down!

There will also be truck and trailer parking in the adjacent pasture.

Julie from the Auto Appraisals company has worked us before, and will attend if we can garner enough interest.

Comedy Day — 28 September: Comedy Day is a free outdoor comedy concert featuring nearly 30 of today's top performers. It was founded in 1981 as a way for Bay Area comics to say thank you to comedy fans for their support and to The City that has nurtured so many comedians.

Roland Au is one of the event organizers, and arranges for Ferrari and Pantera owners to get the full VIP treatment. In exchange for displaying our cars in Sharon Meadows, we are given preferred seating right in front of the stage, free lunch and free drinks. More information can be found on the PCNC website. Please sign up in advance on the website so they know how many of us to expect.

All-Italian Car Show In Alameda — 12 October: Doug Abadie will once again be serving as the De Tomaso honcho for this fantastic show, which is a benefit held each year for the Alameda Special Olympics. It is sort of a Concorso Italiano Lite, with all sorts of Italian cars and motorcycles on display on the lawn at Lincoln Middle School in Alameda. This is a very laid-back, low-key event, with great food and music, and a very low cost. There is a flyer elsewhere in this newsletter; contact Doug if you're planning on attending and he will try to set aside parking for you.

Club Business:

Club Officer Nominations: The nominating committee (consisting of Gary Kono, Bob Benson and Bob Lucas) is working hard to find candidates for the various PCNC offices for the 2009 term. If you are interested in serving the club in an official capacity, please let them know. The official club ballot will be sent out with the October newsletter.

News, Clues and Rumors:

It's Back Here, Tom: At the Concorso Italiano, Tom Tjaarda found himself having difficulty in figuring out how to open up 'his' Pantera's decklid. Larry Stock had to help him find and push the button at the back of the car. You see, when Tom designed the Pantera, the decklid release was a pull-lever (sourced from an Alfa Romeo spyder) located in the driver's doorjamb. So he was searching all over for the thing, not remembering that later Panteras had a pushbutton at the rear of the car!

Pantera Corral Interloper: Peter Kovacs got to the track bright and early, to set up his motorhome in the Pantera corral area to serve as a hospitality area. A guard came and told him that he wasn't allowed to park it there, so he moved it to where the guard sent him. Once established there, he was told by another guard that he had to move it, because he was in somebody

else's space. That guard then gave him permission to put it back in our corral! So that's where it remained.

Peter trailered his #2 Pantera to the event, and had some issues with traffic on Hwy 1 and Hwy 17. During a panic braking maneuver, his Pantera broke free inside the trailer! Fortunately he had added one additional safety strap, and that's the only thing that kept the car from being damaged. Whew!

A-Arm Wall Art: Doug Abadie showed off his broken rear A-arm, which snapped as he pulled out of a gas station. He had neglected to lubricate the shaft between the A-arm and the hub carrier, and as a result it rusted solid and snapped the A-arm. After trying to find a suitable replacement, he wound up buying some bling-bling billet aluminum A-arms from Wilkinson. He's all better now, except perhaps for his sore wallet!

Wheelie Wrong: John Colombero was out driving in his car one day when he heard a sharp report from the front end, and found an 'outie' ding in his sheetmetal. A day or so later, the same thing happened on the other side. He had his wheels balanced recently and they failed to use the proper stick-on weights, and used the hammer-on style instead, which is a big mistake! These are magnesium wheels, people!

Wheelworks will be paying to have the damage to the car repaired, and no, they're not very happy about it!

Road Trip Reports: Roger Sharp rode his Harley to Sturgis this year, and gave a brief report of his trip. His longest single day in the saddle was 580 miles, whew! Doris Britschgi told of their trip to Bonneville to watch the racing. They met a fellow there who served as the consultant to the producers of the movie "The World's Fastest Indian" and got to hear all sorts of fascinating stories about Burt Munroe.

Weirdo Car Gathering: Dan Rodericks, who works at Tesla Motors, told of a recent gathering of strange and unusual vehicles. Among the electric cars, electric bikes, and other non-standard rides was a late-model VW Beetle equipped with a jet engine! Sheriff's deputies were dispatched by freaked-out neighbors who reported a jet crash; a helicopter search was instituted to find the crashed airplane. DOH!

Driving For Dinner Raffle: The winner was Rich Boschert

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

Pantera jacket — Mark McWhinney
Pantera model cars — Rich Boschert (twice!)
Pantera Matchbox car (circa 1975) — Brent Stewart
ZF drain plug tool — Bob Benson
Summit Racing cap — Pam Sharp
Hands-free headlamp — Todd Glyer
Shelby Terlingua prints — Rich Boschert, Linda Welch
Pop rivet kit — Todd Glyer

The meeting was adjourned to the parking lot at 10:44.

Membership News

New Members for September:

Tony Blevins of Half Moon Bay. Tony joined PCNC thru POCA. He lists his interests as being Concours, Time Trials, Rallies, Technical, and Social. Welcome to the club, Tony. One of the first things on your agenda should be to go to the Sharps' on September 27. What is that, about 75 miles? It's a trip well worth the time.

Andres Hellberg of Lulea, Sweden. Andres joined POCA in October 2007 and was quietly added to our chapter listing in March. This was not noticed till now and thus he should have been welcomed to PCNC almost a year ago. I apologize for this and also offer my personal welcome to our chapter. Andres, by the way, owns a factory Group 3 racecar that he drives on the streets of Sweden, most likely disturbing some of his neighbors and bringing music to the ears of others.

Peter Jerram of Oakland. Peter also joined thru POCA. His interests lie in Concours, Technical and Social. He does not yet own a Pantera he can call his, but is interested in finding out everything he can before making the plunge. I can think of no other place to get started than by attending the Tech Session at Roger and Pam's home on the 27th. Welcome to the club, Peter, and we hope to see you there.

September Membership Anniversaries:

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

Ken and Darlene Levin: thirty-five years

Debra Woumm: ten years

Kaizer and Lori Albino: seven years

Larry and Donna Finch: seven years

Garry and Sue Choate: three years

Oyvind and Dagny Bakken: one year

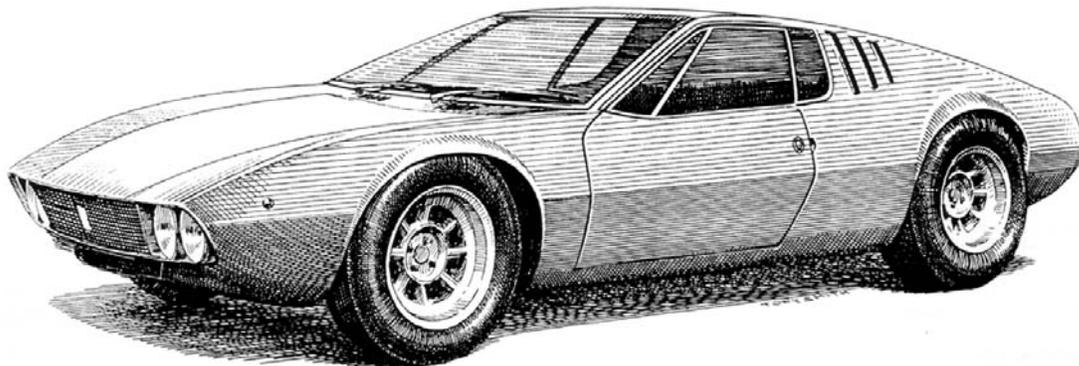
Richard Agiorni: eleven years

Steve Scheid: eight years

Bill and David Charlton: seven years

Peter and Katie Cajthaml: four years

Markus Woehler: three years



De TOMASO MANGUSTA

Let It Bleed

Story and Photos by Mike Drew

During some recent mechanical adventures with my Pantera centering around my clutch linkage, I had to disconnect the brake lines from the master cylinder to the junction blocks, in order to remove the master cylinder. Since it had been plumbed incorrectly anyway by the fellow who installed the brake system, I figured now was the time to rig up some new hard lines, and flush the old fluid out (which had been in there since about 1994, far too long!)

A few months ago I was up at a POCA member's barn outside Sacramento, and we bled the brakes on my silver VW Scirocco. He had this neat tool that made the job childishly simple, and more importantly, easily done by one person, and when I got home I couldn't wait to buy one for myself.

Made by an outfit in Gilroy, CA called Motive Products, the basic Power Bleeder kit consists of a



The power bleeder is a small, simple unit consisting of a fluid canister with pressure gauge, hand pump, and a hose. ATE Super Blue Racing brake fluid is about the best you can get (for a reasonable price), and has the advantage of being bright blue in color

small canister equipped with a hand pump, pressure gauge, and a hose. A threaded fitting on the end of the

hose allows you to connect various adapters which then replace the cap to your master cylinder.

Unlike a Mity-Vac, which relies on vacuum to suck fluid through the system (and is often ineffective due to leaks between the hose and the brake bleeder), this device uses positive pressure at the master cylinder to force fluid through the system.

Since I had fabbed up the new lines myself, my first job was to test the system for integrity. I fastened the generic

adapter to the top of the aftermarket Ford master cylinder my car uses (which is a somewhat hokey affair using J-hooks and chains), and attempted to pressurize the system, with no luck. This is how I discovered that one of my lines was leaking, and I was able to attend to it before discovering the hard way!

Once that was sorted, I removed the adapter, used a syringe to remove all the old fluid from the master cylinder, and filled the master with fresh fluid. Taking a hint from Garth Rodericks, I used ATE Super Blue brake fluid. This is just about the best brake fluid you can buy (save for exotic things like Castrol SRF which costs \$80 a liter!) with extremely high dry and wet boiling points, and it has the advantage of being bright blue. Because of this, there is no doubt when you are flushing your brake system; when the fluid coming out turns from gold to blue, you're done! They make exactly the same fluid in a tra-



The interface with the top of a standard Ford-style master cylinder is a bit hokey. The molded plastic plate has a soft rubber insert which seals against the top of the master cylinder; it's held in place using J-hooks and hardware store chain (all included with the adapter). A better solution is to place a block of wood at the adapter and compress it against the master cylinder with a large C-clamp

ditional amber color (ATE Typ 200), so the next time I change the fluid (hopefully in less than ten years!?), I'll switch to that, and when the blue fluid turns gold, I'll be done.

With the reservoir filled, I re-attached the adapter, then poured one liter of fluid into the Power Bleeder and secured the lid. After a minute or two of pumping, I had 10 psi showing on the gauge. There's no need to go any higher than that, and in fact if you overpressurize the thing, you run the risk of generating a leak where the adapter seals to the master cylinder reservoir, and spraying brake fluid all over the place, never a good thing!

With the car in the air and the wheels off, I went to the right rear corner, hooked up a bleed hose and simply cracked the bleeder open. Amber fluid started flowing out, followed by a bunch of air, then the fluid slowly changed color and eventually it was pure blue. Done.

I repeated this process with the other seven bleeders (each Wilwood caliper has two bleeders), working from furthest to nearest to the master cylinder. Once that was finished, I turned the power bleeder on its side, to expose the pickup tube inside of it to air instead of fluid. I then cracked one front and one rear bleeder. Air flowed through the hose, and when the hose was empty, I let it flow a bit more, to ensure that there would be a slight air gap at the top of the reservoir (I didn't want to pull the adapter off and have brake fluid spill out). Once that was done, I gently unscrewed the lid from the power bleeder to relieve system pressure, then disconnected the chain setup and removed the adapter and installed the lid. Job done!

I then changed adapters, and installed the one with came with the kit. Virtually all European cars use the same standard thread size for their brake and clutch master cylinder reservoirs, and the Pantera is no exception. I again used my syringe to remove the fluid from the

clutch master cylinder reservoir, filled it up with new fluid, then screwed the adapter on and pumped it to 10 psi again.

I have an internal hydraulic throwout bearing. I was somewhat surprised when I cracked the bleeder open and nothing happened. I expected fluid to start flowing through it, but either due to the design of the master or the throwout bearing, fluid was still trapped. I got in the car and cycled the pedal a few times. There was no resistance, meaning there was no clutch action, but the pedal would go to the floor and I could see fluid flowing from the power bleeder into the master. After a few strokes I checked the bleeder hose, and pure blue fluid was coming out. I closed the bleeder, depressurized the canister, carefully removed the adapter and replaced the lid, and that job was done too!

I can't believe how easy and effective this tool is. What used to be a chore requiring two people is now a fairly straightforward operation that I can do by myself, and at least theoretically I'll have better results than the old down-open-closed-up technique.

Best of all, this thing is laughably cheap. The basic European Bleeder, which includes the bleeder itself and the adapter to fit our clutch master cylinder and stock brake master cylinder, costs only \$49.95. They also make a Black Label version for \$69.95 that uses a machined billet adapter with a swivel fitting instead of the standard plastic one. After using the cheaper one, I would say that the swivel fitting would make it easier to install and remove (when you thread the plastic adapter on, you have to also rotate the power bleeder around and around or the hose gets all



The included adapter threads right onto the stock clutch master cylinder. Note the air pressure is a very reasonable 10 psi; you don't want any more than this, to minimize the threat of spraying fluid

kinked up.

If you have an aftermarket master cylinder like I do, you'll probably need the generic rectangular adapter, which costs \$34.95, and brings the total cost to \$89.90.

That's what I bought, but after looking at the website, I see that you can buy the Early American rectangular bleeder for \$69.99, and a European adapter for \$19.95, and wind up with all the same hardware, for only \$84.90, saving five bucks for some strange reason?

They make all sorts of adapters for various specialized master cylinders, such as VW Beetle, Miata etc., so you can equip yourself to attend to every car and truck in your possession.

Note that before starting this operation, I lined the trunk compartment with a heavy-duty garbage bag in case of fluid spillage; I also covered the brake master with a towel during operation, for the same reason (fortunately I had no spillage of any kind).

This wonderful tool is available directly from the manufacturer; their website is very simple, and when I placed my order, it was shipped the next day and arrived the day after that—you can't complain about that! So surf on over to:

www.motiveproducts.com/
and get one for yourself!

Dyno Day/Tech Session

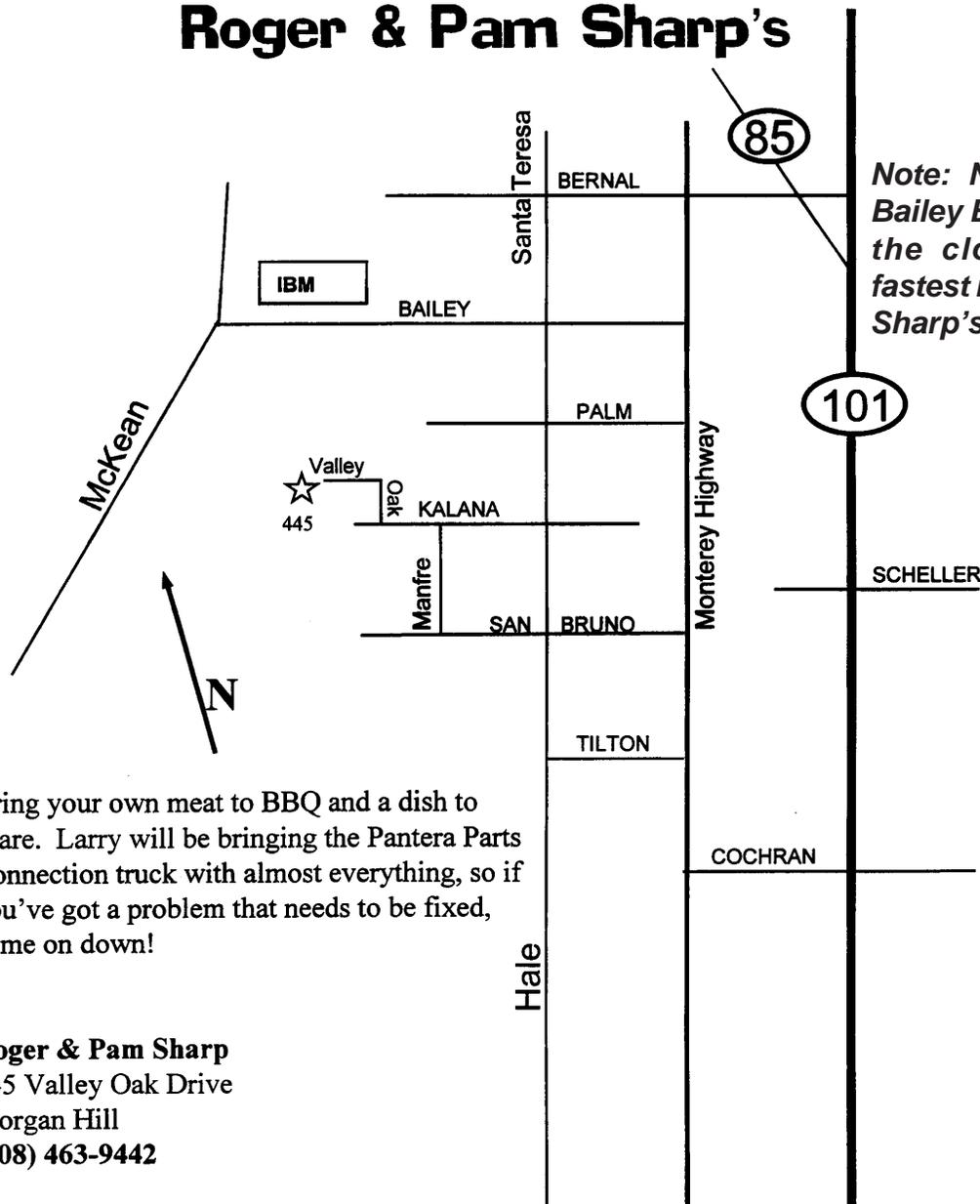
Saturday, 27 September, 9:00 a.m. to ???

Roger and Pam Sharp have arranged to have a portable dyno set up alongside their house for an all-day dyno session. The club will be providing free hot dogs, chips and sodas. Each car will be given two pulls on the dyno, for \$50. Due to the time required to get cars onto and off of the dyno, we can only accept a maximum of 30 cars. The priority will be:

- 1) *Panteras (whether they are PCNC member cars or not)*
- 2) *PCNC/POCA Brand X cars*
- 3) *Non-club member Brand X cars.*

This is a rain or shine event (rain, in September?) and no refunds will be given, because we have to pay the dyno operator in advance. If you want to reserve a spot, make out a check to PCNC for \$50. and send it to Roger Sharp at the address below.

Roger & Pam Sharp's



Bring your own meat to BBQ and a dish to share. Larry will be bringing the Pantera Parts Connection truck with almost everything, so if you've got a problem that needs to be fixed, come on down!

Roger & Pam Sharp
445 Valley Oak Drive
Morgan Hill
(408) 463-9442

Comedy Day Car Show

Sunday, September 28, 2008

Sharon Meadows in Golden Gate Park

Comedy Day has been a fantastic event for us for the last few years. It is a "battle of the bands" style event with 30 comedians from around the country doing 5 to 10 minute sets over the course of five hours. It is held in an open field in Sharon Meadows in Golden Gate Park. It is open to the public with thousands of people gathered around the main stage.

Of course, what is comedy without a collection of exotic Italian cars? So naturally, we have a car corral next to the stage with De Tomaso, Maserati, Lamborghini, and Ferrari cars.

Everyone who displays their car on the grass in Sharon Meadows will be seated in the VIP section at center stage. We will also get backstage passes to mingle with the comedians and partake of the sumptuous buffet and open bar.

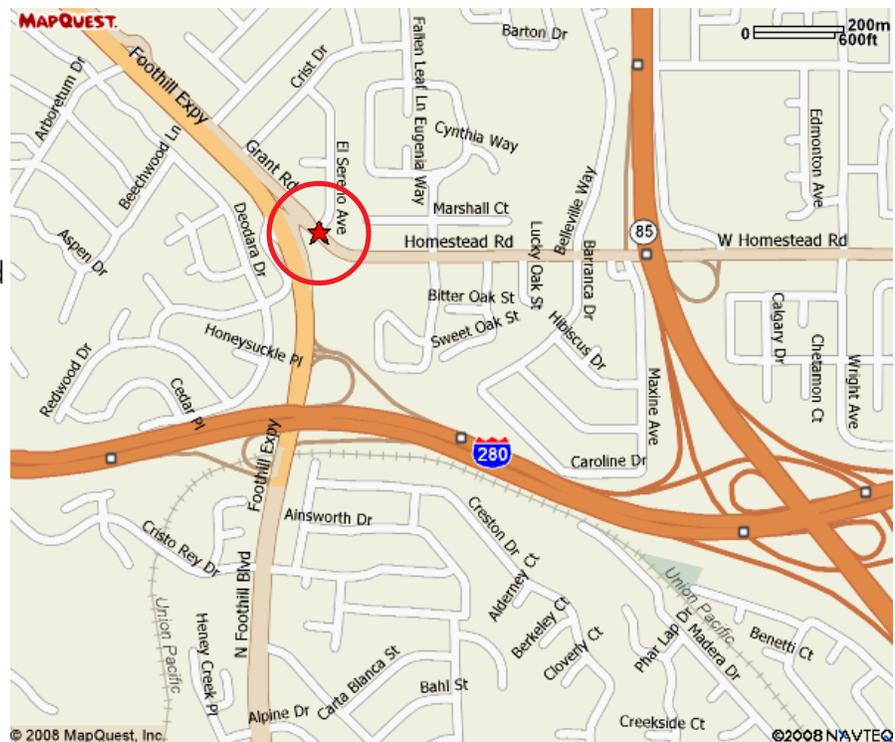
We will have a caravan from the South Bay leaving at 9:15 a.m.. The meeting point is the Trader Joe's parking lot (2310 Homestead Road, Los Altos) near 85 & 280. There is a gas station and drug store there for your last-minute needs. (see the map to the right).

We will head up 280 and make a quick stop at the Father Junipero Serra rest stop just north of the 92 interchange to pick up drivers from the peninsula. The cars will be in place at Golden Gate Park at 10:30. The show starts at noon.

The cost is \$0 (zilch, nada, nil, squat) and includes lunch, open bar, VIP seating, and backstage passes. It is hard to beat this deal!

Please RSVP to Mark McWhinney (mms@portata.com) to let him know that you are coming so that we can get the backstage passes and badges printed.

For more information, see the PCNC web site at http://www.panteraclubnorcal.com/events/comedy_day.htm and the Comedy Day web site at <http://www.comedyday.com>.



Alfa Romeo

Association
of California

We're pleased to announce the 2008

All Italian Car and Motorcycle Show

Please join Italian Car and Motorcycle Enthusiasts in a benefit for

Alameda Special Olympics



Thanks to your participation we are the primary sponsor of

Special Olympics
Alameda

the Alameda Special Olympics program. Your continued support helps this important program exist.

Pre-register by **September 19, 2008** and a reserved parking place will be made available for you. Pre-registration is appreciated and all pre-registered entrants also receive a personalized window plaque.

Entrance donation for non-exhibitors will be \$5.00 per person. Fee payable at the gate on the day of the event. Under 18 admitted free.

DATE

Sunday, October 12, 2008

EXHIBITION TIME

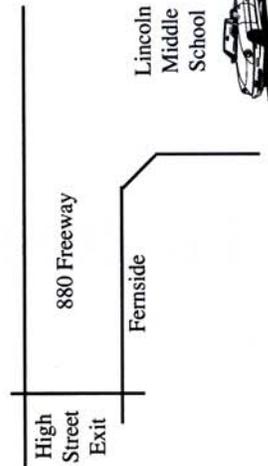
10:00 AM to 3:00 PM

REGISTRATION

8:30 AM

LOCATION

Lincoln Middle School
1250 Fernside Blvd
Alameda, CA 94501



For additional information contact:

Scott Harding 510/521-1453
 Steve Gomes 510/523-2723
 Tom Sahines 408/262-6279



PRE-REGISTRATION

(PLEASE PRINT)

OWNER'S NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE NUMBER _____

MAKE OF CAR OR MOTORCYCLE _____

MODEL _____ YEAR _____

Yes, I would like to make a tax deductible donation to the Alameda Special Olympics. Enclosed is a check in the amount of \$ _____
 (Please make check payable to Special Olympics)

Yes, I have a new address - please update your records.

Please send your completed form to:

Patty Harding
 2910 Marina Drive
 Alameda, CA 94501-1636
 Or email to: pharding@alamedanet.net

NEXT CLUB MEETING

**THURSDAY, September 25, 2008
8:00 P.M.**

**COCO'S RESTAURANT
1209 OAKMEAD PARKWAY
SUNNYVALE, CA
(Take Lawrence Expressway South Exit off Highway 101)**

UPCOMING CLUB EVENTS

September 27 ----- Dyno Day (Roger Sharp)

September 28 ----- Comedy Day In Golden Gate Park (Mark McWhinney)

October 12 ----- All-Italian Car Show In Alameda (Doug Abadie)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

www.PanteraClubNorCal.com



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