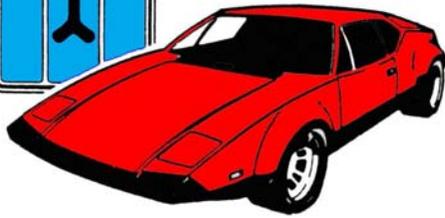


pantera
CLUB OF NORTHERN
california



news

www.PanteraClubNorCal.com

Volume 36

Issue 7

July 2009

PRESIDENT

Garth Rodericks
(408) 265-5786
Garth_Rodericks@yahoo.com

VICE PRESIDENT

Peter Kovacs
(209) 522-4008
Peter-Kovacs@sbcglobal.net

SECRETARY

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

TREASURER

Steve Liebenow
(408) 727-8678
Steven.Liebenow@att.net

CLUB STORE

John Hansen
(307) 732-1818
jhansen@bresnan.net

LIBRARIAN

Sharon Renshaw
(925) 372-7021
KittyLuvr480@aol.com

RAFFLE CHAIRMAN

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

NAME BADGES

Doris Britschgi
(408) 866-1677
RnDBrit@earthlink.net

WEBMASTER

Mark McWhinney
(650) 906-6275
msm@portata.com

**MEMBERSHIP
COORDINATOR**

Russ Britschgi
(408) 866-1677
RnDBrit@earthlink.net

**EVENTS
COORDINATOR**

Garry Choate
(925) 837-2873
GarryC15@comcast.net

**MOTORSPORTS
COORDINATOR**

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

Minutes of Meeting 25 June, 2009

The meeting was called to order precisely at 8:00 p.m. by the president. All officers were present except for Larry Finch and Mike Drew (just making his way home from Afghanistan again), and Steve Liebenow once again ably filled in for the missing Secretary. There were six De Tomaso cars in the parking lot, and 28 members present according to the sign-in roster.

New Members/Guests: Tonight was apparently “Bring your Significant Other to the Pantera club meeting” night, because Garth Rodericks’ wife **Leslie** was in the room, with their kids in tow, and Greg Taylor brought **Diane Silven** with him as well.

Changes To Last Month's Minutes: Steve Dalcino was inadvertently referred to as "Mike Dalcino" in the reporting of last month's raffle results. The fact that the Editor went to high school with a guy named Mike Dalfino may have had something to do with that error...

Also, many people had not yet received their newsletters due to some delay in the printing/ mailing process, although it had been posted on the PCNC website for a number of days already.

Club Store Report: Rich reported that our sales at the Reno Fun Rally were very consistent with past performance; we took in something on the order of \$100 less than last year. He brought some extra track event T-shirts to the meeting for sale (size XXL), and he still has some available.

He also thanked the many volunteers who spent time working at the club store throughout the weekend; the event's success would not have been possible without each of them!

Club Treasury Report: Steve stopped taking notes long enough to report that he's been writing checks, making final payments associated with the track event, and also buying Monterey corral and race tickets. He said that the track event resulted in a noticeable loss, which was budgeted for during the initial planning cycle. Larry Finch will have final accounting numbers next month.

Club Membership Report: Russ reported that the post office, besides delaying shipment of our newsletters, is otherwise acting oddly these days. He mailed something, only to have it come back to him as undeliverable. He took it down to the post office, they verified that everything was squared away, and accepted it for shipment, only to have it be returned a second time!

Club Website Report: Mark has continued to update the PCNC website, and now has a page up where people can purchase tickets and corral passes for the Monterey Historic Races.

Past Events:

Pre-Reno Tech Session: Rich Boschert again hosted a tech session at his house prior to the run to Reno. Eventually all cars present were able to be driven home, but it took some effort. One car got an intake manifold swap; Brent Stewart jettisoned one of his mufflers on the way home, and came back to the house with the muffler in the trunk! They got it sorted out and he was able to get the car home and drive it to Reno.

Ron DeMaderios ran into Detail Dave at the tech session, who did a seven-hour-long detail job on Ron's car. He showed everyone present how to detail a car using a clay bar, when to buff, and how to properly wax a car. He did all this work on Ron's car for free! That was about a \$400-450 value....

POCA Reno Fun Rally: The first-ever non-Las Vegas POCA Fun Rally was a resounding success. Attendance was higher than expected, particularly attendance by couples, and was just slightly less than in Las Vegas last year. Many people were skeptical about the event, but the reviews from the attendees were 100% positive.

A non-affiliated guest at the hotel was very impressed with the cars and the POCA people as well. On her way home from a Reno vacation, she stopped by the race track, and her daughter was able to get a ride on the track in a Pantera. She went on to write a very nice note to POCA, which is featured on the POCA website.

Participants were happy to see the return of the street display, and both the best stock Pantera and best overall Pantera awards were won by PCNC members—Chris Clark and Rich Boschert respectively.

Trevor Fougere was a raffle-ticket-selling machine, peddling almost \$500 worth of tickets and earning PCNC a healthy rebate for his efforts!

Jason Eaton was the featured speaker and gave a presentation on his participation in the *Bullrun* reality show. The guys thought he did a great job, and the women in the audience reportedly thought that he was cute!

There is a post-event survey to be filled out on the POCA website. Bob Lucas reported that it timed out on him while he was filling it out, prompting somebody else to suggest that perhaps he needs to learn to type faster!

The track event was a great success (finances aside), with the drivers raving about the new facility. Bob Benson said it was the fastest track he'd ever driven on, with the fast guys touching 160 mph on the front straight! There are some fast esses at the end of the straight, where Larry Stock and Reno's Julian Kift had a slight non-contact incident that saw Larry spinning into the rocks. It all ended well, and Julian went to Larry's shop that night to help him get the car sorted out for the next day. Unfortunately Larry's distributor gear pin sheared on the warmup lap and he missed the race.

Durango Dave Adin drove out from Colorado in his Miata race car, and jettisoned his hard top on the front straight! He just put up the convertible top and continued blasting around. (Bob loaned him some straps so he could tie the roof back on and drive home at the end of the event).

See Russ Britschgi's article elsewhere in this newsletter.

Upcoming Events:

Monterey Historic Races Weekend — 13-16 August: All 17 of our rooms have sold out. Due to the fact that *Pantera International* no longer has a presence in Monterey, there was a greater than usual demand and our rooms actually sold out almost immediately. There is a waiting list, but if you're not already on it, you'd better start making alternate lodging plans.

PCNC will also be hosting a parking corral at the track, and selling race and corral tickets. See the flyer elsewhere in this newsletter. We will also be hosting our gala dinner, and a flyer for that also can be found elsewhere in the newsletter; you can sign up and pay for the dinner via the PCNC website. The dinner will have a Beach Party theme.

With the two Italian concours still on the schedule in competition with one another, it's not clear where most people have chosen to spend their money. An informal poll of the members in the room showed a majority tending towards the Concorso Italiano, however.

Monterey Historic Races tickets and parking corral passes can be purchased from the PCNC website.

Buy/Sell/Swap:

Konis Anyone? Darryl Johnson still has a set of stock replacement Koni shocks available. Jim Kuehne also has a couple of sets of stock shocks available.

News, Clues and Rumors:

Greg's Mangusta Making Progress: Greg Taylor's massive Mangusta restoration project continues to plod forward; he described the project as, "...pushing a ball of sh*t up a hill" but it's rewarding nonetheless! He's now into the reassembly phase, and it's been so long since he took it apart that he's forgotten where various things go! So he stopped by Steve Liebenow's house to check out his car, ask questions and take photos.

As an aside, it was Greg's birthday, and Garry Choate celebrated his annual 30th birthday the day before.

Driving For Dinner Raffle: And the winner was Brent Stewart.

Raffle Results: Having already been a winner, Brent set to the task of administering the raffle with Brett's help, with the following results:

Electric screwdriver — Brett Santos
Windup Flashlite LED set — Garry Choate
Infrared temp gun — Bob Lucas
2 gig USB drive — Darryl Johnson
Matchbox Pantera and Patch (donated by Rich Boschert) — Rich Boschert!
Variable Temp Soldering iron-Brian Bernard
De Tomaso Flag — Peter Kovacs
Screwdriver Set — Darryl Johnson
1/4 inch ratchet set — Brian Bernard
Hot Wheels Pantera (donated by Peter Kovacs) — Darryl Johnson

The meeting adjourned to the parking lot relatively early (nobody noted the time).

Membership News

New Members for July:

It sure looks like July has been slow month for new members over the past few years. The last time we received a new membership in July was in 2006. What is it? Is everyone on vacation then, or what?

July Membership Anniversaries:

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

Roger and Pam Sharp: twenty-one years

Clayton Engstrom: sixteen years

Art Mowry: nine years

Mark and Cindy Tumbarello: nine years

Barry Hosier: six years

Bob and Lori Paizs: five years

Ron and Bobby DeMaderios: three years

Jack Bartole: eighteen years

Gary Glenn: twelve years

Ron and JoAnn Singley: nine years

Tom and Liz Hasenberg: eight years

Jim and Angela Cain: five years

Mark and Bill Savage: four years

Reno/Fernley Speed Trials

Story by Russ Britschgi

Photos by Mike Drew and Trevor Fougere

There is nothing like two days out in the sun and wind and rain, all five drops of it after the track closed on Friday. The Fernley track is a nice facility for our low budget style of activity. No fancy F-1 style garages, no massive grandstands; just asphalt, gravel, and a few benches for viewing. And most of the track can be seen from the edge of the long front straight. The track layout offers lots of different corners, banking, and elevation changes. I didn't hear any complaints about the challenges of the circuit, although Larry Stock could have used a smoother run-off area near Turn 1c and Julian Kift almost used up all the dirt available at Turn 23, but I will get to that later.

Thursday morning I got a ride to the track with Mark Tumbarello with his yellow '73 in tow. I had enough time to help him get the car off the trailer and then it was time for the drivers' meeting. Since I was going to be a gate worker, I needed to know the instructions given the drivers and also pick up one of the yellow workers' T-shirts. Jim Kuehne and I got the traffic cones set up at the two gates to help the drivers get queued up for a final equipment check before they entered the track. Soon Jim and I were joined by Paul Bowden, Jason Eaton and a few



Larry Finch conducted a driver's meeting both mornings, introducing the staff and setting the tone for the event

others to help get the first session cars off for twenty minutes of fun.

Things seemed to run fairly well in the morning with the only incident of note being when Julian, driving an Ultima Can-Am roadster with a 427 cid Corvette engine came around the last turn and onto the front straight. As was said in the drivers' meeting, taking turn 23 wide is fine if you want to exit down

the pit lane, but if you want to continue down the front straight, take it a little tighter as wide is a bit off camber. Julian took it wide, crossed into the off camber area and got on the gas. The car twitched left, twitched right and then took to the dirt. For a moment I thought he was going to use up all the dirt and start trying to move the concrete barriers. The dust cloud was huge with sand and gravel flying everywhere. But everything worked out fine and he drove into the pits about 50 pounds heavier than when he left. Well he was probably a little lighter, but his car was heavier.

The noontime drive around went very well with Mike Drew being the pace car driver. It seemed as though everyone was out there getting a look at what they were missing by just being spectators. If it had wheels, it was on the track. Mark McWhinney took his pickup out and Paul Bowden was amping along in his Prius. He said he reached a top speed of 68 mph and I



Rich Boschert flogged his Pantera on the racetrack, then won the award for the best Pantera in the Saturday Virginia Street display!

did not see a bunch of cars backed up behind him. I am not sure how it worked out but it seemed as if everyone was going a reasonable speed. The noontime tour is just that, a tour and not a speed event. The cars were well spaced and everyone seemed to be happy and really enjoying the driving.

In the early afternoon it was time for the A Group exhibition racers to do a qualifying run. There were only a handful of cars in this group, and they came down the front straight fairly close together for the green flag. The two hottest cars, the much modified Pantera of Greg Esakoff and the ex NASCAR Craftsman pickup, got out in front and cleared the first corners without incident. They were followed by Larry Stock, Pantera, and Julian Fife, Ultima. Larry entered the Turn 1 complex first with Julian pulling alongside on his right as they went for a jog to the right. With this being a non-contact sport, Julian backed off to follow Larry through. Larry, believing the Ultima was still alongside his right rear wheel, altered his line to allow for two cars through the Turn 1 esses. This gentlemanly action cost him a lot. His speed was already set for straight-lining the next two jogs. Any amount of steering input could put the car into a spin, and this is just what happened.



Brent Stewart was enjoying his very first track day, and finished with an ear-to-ear grin!

The red Pantera left the track sideways, kicking up a huge cloud of dust.

When the car got back to the pits one could see lots of damage to Larry's newly installed experimental underside aerodynamics. A lot of time had gone into trying to develop a way of managing the air flow under the car so as to achieve the least drag and the highest downforce. Underside turbulence slows you down and just eats up horsepower. Well, the net results turned out to be that most of that time investment was torn up in about three seconds of sliding through the desert. Sand, gravel and rocks were everywhere to be seen. The right front tire bead had been pulled away from the rim enough to allow the area to be filled with sand and small bits of gravel before the bead reseated itself. After taking an inventory of missing parts, Larry had to request a short break between sessions so he could return to the scene and pick up the rest of

his car.

But this was not the end of Larry's bad luck for the day. Knowing that sometimes bad things happen, Larry had brought a spare car, his Lotus 7. He got all lined up in the pit lane with a different run group and waited for the session to start. He pulled out easily as did the others and just got on the track when he lost all the gears. The car coasted down the hill, off the end of the front straight, and out of harm's way. It was time to walk back again. Two broken cars, neither of which took a lap in anger.

By now it was about 2:30 and none of the A Group guys wanted to run any more, so Groups B and C were hooked together. It was run until your arms fell off or until you couldn't sit anymore. This was Mike Drew's time of day. He ran for about an hour and then drove to town for more gas and was back in about 10 minutes. At around 4:30, his



After his off-track excursion, Larry's Pantera was 50 pounds heavier due to all the gravel and dust!



Tommy Hodges tells Larry (and Chris Qualls), "You guys missed each other by THIS much!"

was the only car on the track, and the corner workers were trying to find something wrong with his driving or his car. If he were black flagged, they could go home early; “His tires were squealing in Turn 9”, “His car number is peeling off”, can’t there be something that will get this yellow Pantera off the track? But finally 5:00 o’clock drew near, the checkered flag was dropped, and a smiling Mike Drew came in knowing that tomorrow will be another day.

There is nothing like standing out in the sun and wind for 9 hours straight to relax you. I was so tired that I am not even sure who I got a ride back to Reno with, but it could well have been Bob Benson. I got a shower and hung around the Hospitality Site until a group was finally organized and headed for dinner at one of the restaurants in the complex that is made up of the Circus Circus, the Silver Legacy, and the El Dorado. Don’t ask me who was in the group; I was falling asleep during dinner.

Friday morning I got to the track via the track-proven Prius, thanks to Paul. It was a little cooler than Thursday as there were a few clouds crossing over most of the time. The morning program was still the same: practice for Group A and fun for Groups B and C. Larry’s red Pantera was back and running well. He and a few others, including Julian, worked well into the early hours of the morning getting it back together.

Friday’s noontime track tour was paced by Brent Stewart. There were a lot fewer cars than yesterday and this led to bigger gaps with a few people laying back and then really getting on the gas. Soon the track officials were saying some cars were exceeding 100 mph. In an attempt to keep things safe, Brent who was only going about 60, was given the slow down signal. This caused the fast guys to lay back even more before charging forward. It didn’t work out too well today. The pace car was going much faster Thursday though it didn’t look excessive then, and today because it was going slower, the cars on the track were going faster.

Go figure?

The Group A Exhibition Race was run right after the lunch break. All the cars took the green flag and made it through the first couple of turns without incident. Larry Stock, in keeping with yesterday’s luck, took the exit road at Turn 5 without any power. He coasted to a safe spot on the infield and there he stopped. His only consolation was he had one of the best seats in the house for the next twenty minutes. After getting a ride back to the pit on his own tow truck and giving the engine a quick check, it was determined that the problem was with the gear on the end of the distributor shaft. It was believed that the roll pin sheared and the gear spun, a problem not uncommon with Panteras and especially those with high volume, high pressure oil pumps.

The race went well, very well. Greg Esakoff took the lead only to give it to the NASCAR truck shortly after the start. He then took it back along the back straight and lengthened it out to about six car lengths by the midway point of the race. The gap then began to close with each lap till the finish. Greg crossed the line just two lengths ahead of the truck. Then came Julian in the Ultima. Bob Benson in his stock-bodied Pantera was running all by himself with only a Porsche GT3 well behind him to worry about for his class win.

The guys up front really made it look like a race with a couple of lead changes and then the closing in during the last part. Very good, guys. Nobody

had to take to the dirt, not even Hard Luck Larry who coasted to safety on pavement all the way.

With the big happening over, it was again time for fun. To get enough cars on the track it was again opened to both Group B and C cars. That meant Mike Drew time. Mike doesn’t know when to quit, but in all fairness he was giving rides to some of those who didn’t have a car to drive of their own. At one point he had Scott Griffith out there as his passenger, instructor, and hostage for at least 40 minutes. By late afternoon Mike was all by himself except for appearances by former Pantera owner and PCNC member Randy Grubb in his CAV GT40. Randy kept making stops at the track fuel tanks for the \$8.00 a gallon racing fuel. Finally it was 5:00 p.m. and Mike came in thinking he was going to get a fresh passenger. I had to stand in front of him to keep him from going back out because the checkered flag was out. He turned on his headlights saying he would happily drive all night, but reluctantly he yielded to the fact that the track was closed and for this event there was no tomorrow.

(In fact, even though he only drove during the afternoons, he drove 140 miles on the track Thursday, and 170 miles on Friday!)

It was then, and only then, that we got a few drops of rain. The rain gods held off and it didn’t rain on the PCNC parade at Fernley. It was great! Come join us next year.



Gregg Esakoff ran hard and held off a strong challenge from a tube-frame NASCAR truck to take the overall victory in the race

Grin and Bearing It

Story and Photos by Mike Drew

Although the Pantera boasts an excellent chassis, with state-of-the-art engineering courtesy of Ing. Dallara, it does have one notable flaw. The rear hub carriers support the axles with a relatively narrow pair of roller bearings. In fact, only the outer bearing is positively located. It is seated against a step cast into the inside of the hub carrier, and secured on the outside with a plate held with four screws. The inner bearing is free to float within a fairly broad range, with its installed location dictated by the use of a spacer, which rests against the inside surface of both wheel bearings.

During assembly, the outer bearing is installed, then secured with the plate. The axle/brake rotor assembly is pressed in, then the spacer is placed over the axle and dropped into the center of the hub carrier, followed by the inner bearing which is also a press fit, both on the outside (against the hub carrier) and the inside (against the axle). The driveshaft flange is then installed and the whole works is secured with a special nut, torqued to

anywhere from 275 to 400 ft/lbs, depending on who you believe.

This isn't that bad in and of itself, but the stock axles were machined very slightly undersize, and of a somewhat soft metal.

When larger, heavier wheels equipped with much larger and stickier tires are factored into the mix, the result is unwanted wear. Many a Pantera suffers from the insidious problem of the wheel bearings wearing grooves in the axles.

What happens is that the axle starts to wear ever so slightly, and rock within the bearings while under load. At the same time, the too-soft stock spacer in the center wears on its edges, and metal frets away. Al-

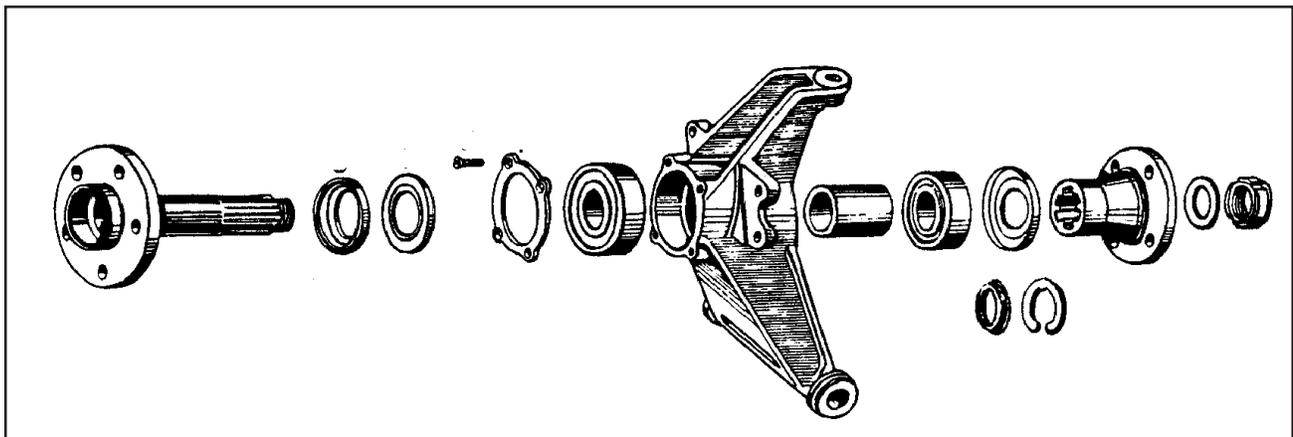
though this manifests itself as the axle nut becoming loose, in fact the nut hasn't moved at all—the spacer has simply shrunk slightly.

As this process continues, the axle continues to deteriorate until



This photo graphically illustrates what happens when axle wear goes undetected and unresolved. Close examination of the photo reveals the wheel bearing, plainly visible, with the snapped-off axle stub still inside.

This will ruin your day....



This drawing from the factory parts book does an excellent job of explaining the design of the rear axle system. The outside of the car is to the left in the drawing. The axle passes through the larger-diameter outer bearing (which rests against the step you can see in the opening in the hub carrier, and is secured by the plate with four screws). The steel sleeve goes in between the outer and inner bearings; the stock inner bearing is covered by a tin water shield, although the new design bearings do away with this shield. The flange then slides over the axle and the whole works are tightened together with a single large split-nut

there are two grooves worn into it by the inner surface of the wheel bearings (the smaller, inner bearing sees much heavier loads and thus the groove there is typically deeper). Even a tiny bit of wear will manifest itself as unwanted movement of the wheel; the wheel will be free to toe-in under acceleration and toe-out under braking, leading to squirrely handling. In extreme cases, the hollow axle can actually be worn far enough to break in two, jettisoning the wheel and brake assembly!

Many years ago, Dennis Quella and Marino Perna both pioneered a fix in the form of a conversion to tapered roller bearings. These bearings are better suited to the task at hand, and have a greater surface area. Although this is the best-quality fix for the problem (new axles are always required at the same time, assuming the assembly is taken apart due to wear issues), it is prohibitively expensive, as the job requires much custom machining of

the hub carrier to accept the tapered bearings.

Quite some time ago, Steve Wilkinson discovered that there was a double-width plain roller bearing available to replace the standard single inner bearing. This new bearing is 12.2mm (.480") wider than the old one, yet only costs about \$12 more. It's an extremely cost-effective improvement, nearly doubling the surface area in comparison to the standard inner bearing.

The only thing required to install this double-width bearing is to re-

move a like amount of material from the spacer sleeve, a job any competent machinist can do easily (don't attempt it with your hacksaw, since the ends of the sleeve must be exactly straight or the bearings will fail almost instantly).

The stock inner rear bearing number is 6208 2RSC3, and measures 40 x 80 x 18mm, while the double-row bearing is 5208 2RSC3; it measures 40 x 80 x 30.2mm. Although the committed do-it-yourselfer could chase around town to bearing supply houses and track down the bearings, and have his old spacers machined by removing 12.2mm (.480"), for most of us the simpler solution is to just buy new, high-quality spacers and bearings from Panteras by Wilkinson, and simply remove the old parts, and drive off.

Intuitively it can be seen that these new, wider bearings, coupled with stronger inner spacers should result in greatly increased service life—probably well in excess of the life of the owner!



The relationship between the stock setup on the left, and the replacement bearing on the right, is immediately obvious. The potential benefits vastly outweigh the nominal cost increase



The bearing number is molded into the rubber seal

PCNC Monterey Dinner

The PCNC dinner is an annual part of the Monterey weekend tradition, where De Tomaso enthusiasts from across the country dine under the stars surrounded by a display of the finest Italian rolling art. It is open to everyone in the De Tomaso community.

After a day at Concorso Italiano or a day at the track, come to the PCNC hospitality suite for drinks and fellowship then adjourn to the garden for a dinner surrounded by De Tomaso of all types. The dinner will be Friday, August 14th; dining will start at 7:30 PM. The theme this year is Beach Party, so wear your finest Hawaiian shirt or Muumuu.



The cost for the dinner is \$45 per person. Hotel guests booked via PCNC get two tickets for the dinner included with their room.

Reservations are required. Contact Garry Choate at garryc15@comcast.net to make your reservation.

You can sign up for the dinner on the club website, www.PanteraClubNorCal.com. Alternately, you can pay by check. Please make check payable to PCNC.

Send dinner payments to:
Garry Choate
2523 Dos Rios Dr
San Ramon, Ca. 94583

Directions: To get to the Lodge from Laguna Seca, take the Laureles Grade Road over the hill to Carmel Valley Road (G16), then turn left; the Lodge is about a mile up on the left.

Los Laureles Lodge
313 West Carmel Valley Rd.
Carmel Valley
CA 93924

Monterey Race Tickets and Corral

Going to Monterey this year? Heading to the historic racing at Laguna Seca raceway? Taking your De Tomaso? Then you need a Laguna Seca Pantera corral parking pass or else you will park with the masses on the dirt lots up on the hills with dust, door dings, rolling cars and a long walk.

The Pantera Club of Northern California is proud to announce our new sponsorship of the Laguna Seca Historic Races Pantera corral (*Pantera International* is passing this tradition on to PCNC.) If you buy your race tickets from PCNC for Saturday or Sat/Sunday at the advance pricing – saving money over at-the-gate pricing – you will also receive a corral parking pass. You can obtain your tickets and corral pass at Friday's Concorso Italiano – or have them mailed for a \$10 fee.

Pricing

- Saturday ticket - \$65.00 per person
- Sat/Sunday ticket - \$95.00 per person
- Online payment with PayPal - 3% "tax" to cover PayPal charges
- Ticket delivery by certified mail - \$10.00

Ordering

There are three ways to order the tickets.

- Register and pay on-line with a credit card at [MotorsportReg](#). (This is the preferred method.) See the link on the PCNC website
- Pay via PayPal, also on the PCNC website. Be sure to include your mailing address if you want your tickets mailed to you.
- Postal mail your request and payment to: PCNC c/o Steve Liebenow, 765 Orkney Avenue, Santa Clara, CA 95054

To-be-mailed orders must be received and paid by July 25. Concorso pick-up orders must be received and paid by August 8.

Pick Up

You have two options for receiving your tickets and corral pass.

- Have the tickets and pass mailed to you by certified mail. There is a \$10 charge for this.
- Pick them up at Concorso Italiano. Just find Larry Finch or other PCNC representatives in or around the De Tomaso area at Concorso to get the tickets.

Questions?

Contact PCNC Motorsports Director Larry Finch at pcncvegastrack@aol.com or 559-281-3497



Russ Britschgi
 143 Carlyn Ave.
 Campbell, CA 95008

NEXT CLUB MEETING

**THURSDAY, July 30, 2009
 8:00 P.M.**

**COCO'S RESTAURANT
 1209 OAKMEAD PARKWAY
 SUNNYVALE, CA**

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

August 14 ----- La Dolce Vita

August 14 ----- Concorso Italiano

August 14 ----- Monterey Historics Races Dinner (Garry Choate)

August 15-16 ----- Monterey Historics Races (Larry Finch)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH