



news

www.PanteraClubNorCal.com

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Minutes of Meeting 27 March, 2008

The meeting was called to order by the president at 8:02. All officers were present, with Rich Boschert standing in for John Hansen as usual. There were six Panteras in the parking lot, and 36 members signed the roster.

New Members/Guests: Garth Rodericks introduced his brother **Todd**, who works as the senior battery engineer at Tesla Motors, the manufacturer of a super-exotic electric-powered sports car, with a body and chassis built by Lotus, based on the Lotus Elise. He drove the evaluation prototype #1 to the meeting, and since it had been driven quite a bit already, it was well down on charge and only had 40-50 miles of range left. He joked that he still had enough juice to jump-start every car in the parking lot though!

Club Store Report: Richard brought a single style of t-shirt in all sizes, and sold quite a few. He said that John wants to know what sorts of things we should have for sale at the Las Vegas event. Richard and John will discuss it to nail down what we should bring, and what we should leave behind. The club banner has also gone missing, and we hope that John has it, since it hasn't been seen since last year.

Club Membership Report: Russ reported that he was contacted by a fellow named **Bill Weiner**, who bought a Pantera and immediately took it to pieces. While this is normally a recipe for disaster, he has done this sort of thing before, normally to things like Jaguars, and the last car he took apart and put together again took first place at the Palo Alto concours! It sounds like we have a professional in our midst! Apparently he intends to perform a full restoration on this car in just a few months!

Club Motorsports Report: All the sponsorship is in, and we have eleven sponsors this year. The t-shirts have been printed, the program has been printed and mailed, and thus we are slightly ahead of schedule. There are about 30 people signed up for the track event so far, and we expect more as the event draws nearer.

Club Website Report: Mark has been keeping busy updating the website, and also announcing short-notice club events through the PCNC e-mail blast.

Past Events:

Fluid Flush Fest: This event, which had to be delayed due to rain, was a great success. There were six or seven Panteras present, and a bunch of people, who enjoyed great weather while working on their cars. There was an article on this event in last month's newsletter.

Markus Woehler Tech Session #1: A POCA member named Sebastian Exenberger from Austria was visiting the San Francisco area with his teen-age son, and German-born club member Markus Woehler needed some work done on his Pantera and was unable to attend Chuck's first tech session. This smacked of serendipity, so a second one was organized, almost on the spur of the moment, and took place on a Wednesday, again at Chuck's house. A great time was had by all (see the article elsewhere in this newsletter), but rather than attack all the various problems at once, it was decided to concentrate on the important issue, changing the clutch master and slave cylinders and flex lines.

Chuck was broadcasting the event live over the internet with cameras set up in his garage and at the front of his house; as Markus and Sebastian chatted away in German, Chuck got some calls and e-mails from spectators who thought they had the wrong audio track!

Markus Woehler Tech Session #2: On the day of the meeting, Markus, Mike Drew and Chuck to attend to those items that weren't fixed the week before, including replacing a window gear, flushing and bleeding the brakes, and changing the gearbox oil. Mike was the only person small enough to be able to fit under the dash to change the original (dim) bulbs for some brighter 5w units.

Markus told these stories, and also mentioned that in the week between, he had managed to install his battery backwards (!) and start and run the car (!!!!!) This resulted in a seriously sizzled ammeter, blown-up alternator and regulator, but thankfully apparently no other damage.

He got a new, super-duper alternator at a local specialist, and an ammeter from a Pantera vendor, and he was back on the road. Tempting fate, he thanked everyone for their help and announced that for the first time since he bought the car in 1995, it was now reliable and he felt comfortable driving it anywhere.

(Predictably, it completely died on the way home, although it was good enough to do so only 25 feet from his garage door! A bum alternator was diagnosed and fixed, and *now* the car is reliable at last!)

Upcoming Events:

Pre-Las Vegas Tech Session — 26 April: Roger and Pam Sharp will once again host this event to help people prepare for the Las Vegas Fun Rally. Larry Stock will be present with his hoard of parts, but will not be bringing A/C charging gear and Freon unless somebody makes a specific request to him. Rumor has it that he may be bringing The Bus at last! (More than ten years ago Larry bought an old Greyhound bus with 1,100,000 miles on the clock, intending to turn it into a luxury motor home and parts showroom; the project turned into a complete disaster, and it has been sitting untouched for years).

See the flyer elsewhere in this newsletter.

Pacific Coast Dream Machines Show — 27 April: This is the biggest and arguably the best car show of the year. Held each April at the Half Moon Bay airport, traditionally it has conflicted with the Las Vegas event and thus PCNC participation has been limited. However, this year the Las Vegas event is a week later, so this show now is a viable option. Over 2500 vehicles of all types participate; besides cars of all stripes, the show features airplanes, motorcycles, farm equipment, tanks and armored fighting vehicles, steam engines, and on and on!

The show is a benefit fund-raiser for the Coastside Adult Day Health Center. Entry (which includes two admission tickets) is \$30 before April 15, and \$35 thereafter.

A flyer appears elsewhere in this newsletter; more information can be found by surfing to: <http://www.miramarevents.com/dreammachines/index.html>

Larry Finch has agreed to be the Parking Führer for the Pantera group. Although the event organizers don't normally allow groups to park together, it is hoped that a group of Panteras can gather outside the gates and enter together, taking up a lot of room and then progressively getting closer together to accommodate latecomers. If you are planning on attending, please let Larry know, and he will brief you on the rendezvous plan as it develops.

Larry has found a delightful bed-and-breakfast just outside the grounds of the show, and can give more information if anybody else wants to make use of it.

Las Vegas Fun Rally — 30 April-4 May: As of this writing, several different convoy routes have been arranged. Because we have had a relatively mild winter, it should be possible to take our usual route consisting of a scenic drive over the Sierras on Tuesday, with an overnight stop in Bishop, including a brunch stop at the home of Marcus and Irene Smith on the way. Several of the club members who live in the northern parts of the Bay Area will likely choose this route, especially since there will be at least one Pantera driving down from the Seattle area to join us.

Mike Drew will be leading this convoy, meeting up with the group at the Smith's home. ***Please*** RSVP both to Mike and to the Smiths to let them know you're coming; Mike needs to make sure nobody gets left behind, and also will generate a list of everybody's cell phone numbers, while the Smiths need to have a head count to plan their brunch properly.

There will also be a group departing from the south bay on Tuesday, driving to Paso Robles where they will have lunch at the home of Brian and Kathy Gentry, and then overnight at Kernville. Roger and Pam Sharp are heading this group up; please similarly RSVP to them, and to the Gentrys.

Finally, Larry Finch will be heading up another group leaving Wednesday from Fresno and driving straight through via I-99 to I-15. Contact him if you want to meet up with his group somewhere along the way.

There are flyers elsewhere in this newsletter showing the two main routes, including all the enroute stops, hotel information etc. There are links at the bottom of each page to on-line directions with a generic starting point in San Francisco. You can change the first point in each route to reflect your own home, and thus get a better idea of what your respective drive would be like on each route.

Track event registrations are picking up, which is good news. It's too early to tell if the event will be profitable or not however.

A block of discounted rooms had been set aside for 2008 Fun Rally participants. Mention "POCA" when you contact The Orleans for accommodations. Our rates start at \$60 per night Sunday through Thursday and \$120 for Friday and Saturday, excluding tax. These special rates expired on **MARCH 27, 2008** when the unreserved rooms in our block reverted back to the hotel. It's unknown if the hotel will still honor those rates now, and in fact it may be difficult to get rooms at all. If you have even the slightest intention of coming to Las Vegas, pick up the phone and make your reservation! You can always cancel your reservations with a full refund up 4:00 p.m. of the third day prior to your scheduled day of arrival. The toll-free number for reservations is 1-800-675-3267. The Orleans' web site www.orleanscasino.com will give you descriptions of its guest rooms and suites.

There is a sign-up form for the event itself in the POCA newsletter, or you can register by going to the POCA website at www.panteraclub.com.

CHPIE has reached critical mass for their proposed car show on Fremont Street on Thursday, and it will be held. You can download and print the registration form here: <http://panteraclub.com/fremont2008.doc>

Hillsborough Concours — 4 May: The organizers of the Hillsborough Concours are looking for one or more very stock, original Panteras to take part in their annual show, which will be held the same Sunday as the Las Vegas weekend. Please contact Garry Choate if you are not going to be in Las Vegas, have a stock-ish Pantera and would like to represent the marque.

Concorso Italiano — 15 August 2008: Although the Concorso Italiano website (www.concorso.com) states that the event will be held in "Monterey Bay", the actual location has yet to be finalized. Apparently negotiations are underway with several potential venues. Larry Finch actually got a telephone call from the event organizers who told him that there are three different golf courses under consideration; it appears likely that the existing location will get the nod, but that a different set of holes will be used.

PCNC will once again be hosting a gathering at the Las Laurales Lodge; specific information will be forthcoming later in the year.

News, Clues and Rumors:

Lessons Learned: Larry Finch was kind enough to share a lesson he had learned while working on his Pantera. He decided to oil his speedometer cable, and he tie-wrapped his cable to

a driveshaft U-joint to hold it in place while he was filling it.

He suggested that you don't back your car out of the garage without first removing that tie-wrap! \$66 later, he had a new speedometer cable delivered from a Pantera vendor....

Short Pantera Drive Turns Into Long Story: With his Pantera having successfully attained the locomotive state over a year ago, Mike decided it was high time that he gave his girlfriend Julie a ride (she's only been looking at the thing for ten years now....)

So, with beautiful weather here in Northern California, he decided we'd take the back roads over to the Napa valley, do some traditional Napa Valley stuff, and then back home.

When he fired it up, it started right on the button even though he hadn't really driven it since October or so. I noticed the fuel tank was almost empty, with the red idiot light on steadily. So, first stop was the gas station. We drove to the 76 station for the good stuff; no cheapie gas for this car. He was filling it up and remarking at the rapid rate that the \$\$\$\$ were piling up when the pump clicked off, at 19 gallons. He looked down and fuel was pouring out from under the fuel tank.

At some point in the distant past, somebody (not him) assembled this fuel tank with a stock vent apparatus. That thing is riveted to the top of the tank with a rubber gasket to seal it. Apparently the miscreant couldn't find the gasket, or couldn't be bothered to look, so he substituted RTV instead. RTV dissolves in gas, so when the fuel in the tank reaches the vent, it literally comes pouring out of the seam between the vent and the tank.

So, with fuel pouring out from under the car, he gingerly started up and they drove off. The stench of gas was great, but a few minutes on the freeway would resolve that situation.

He snicked it through the gears and the car settled down to a nice, steady gait, indicating 80 mph.

The engine sounded great. WAAAAAAAAAAAAAAAAAAAAA....

And then, WAAAAAAAAA-BU-BU-BU-WAAAAAAAAA-BU-BU-BU....

Huh?

BU-BU-BU-Bu-Bu-Bu-bu-bu-bu....

and then he was coasting to a stop on the side of the road. He dipped the clutch and the engine died instantly; popped the clutch and it fired right back up again. It was running!

So, he eased back onto the road, WAAAAAAAAA-BU-BU-BU-Bu-Bu-Bu-bu-bu-bu....

He was able to stagger along at 30 mph on the shoulder for almost a mile until the next exit. Coming down the off-ramp, the car was then idling perfectly well.

After a bit of head-scratching, he got back on the freeway, heading for home, and just eased onto the freeway. He was stuck behind an RV, and the car ran perfectly, all the way home. He



let it sit and idle for awhile in the driveway, and it just merrily burbled along.

So, he decided to try an experiment. He drove back to the freeway, turned onto the ramp and punched it. WAAAAAAAAA!!! First gear, second

gear, third gear, fourth gear, going through 90 mph and then Buuuuuuuuuuu nothing.

Fuel starvation!

He dipped the clutch and kept the engine alive by pumping the throttle, and eventually it started idling; he was then able to motor on down the road at 60 mph, turn around at the next exit and drive home again.

Subsequent investigation revealed that remnants of the RTV from the vent filler (which is what clogged his fuel filter in Las Vegas last year) got trapped in remnants of the 'sock' that De Tomaso put on the end of the fuel pickup to act as a screen. The RTV-impregnated cloth ripped away from the tube and got sucked into the fuel line, plugging both the line and the filter. He got a big fuel filter which will hopefully trap whatever remaining pieces are clogging up the system, fingers crossed!

(Dan Patterson then told the crowd that a few months prior, his car had a similar fuel spillage problem, and when he filled the gas tank, fuel came pouring out of the top of the tank all over the ground, so he decided to limp the car home instead of continuing on to the meeting,. He since installed a replacement rollover valve and the car has been fine ever since).

Bay Area Driver's Club: Chuck reported that there is an informal Bay Area Driver's Club forming, consisting of owners of 'nice' cars, who get together for spirited drives on back roads in the mountains. He'll produce a link to their website shortly.

Buy/Sell/Swap: Nobody had anything to offer this month.

Driving For Dinner Raffle: And the winner was fuel leak-less Dan Patterson.

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

Ride in Tesla Roadster — Brett Santos
Oil Funnels — Mark Tumbarello
Aussie polo shirt — Curt Hall
Parts grabber — Garry Choate
Mini flashlight — Garry Choate
Bucket organizer — Greg Taylor
Extendo magnet — Brett Santos
ZF drain plug tool — Greg Taylor
Tire plug kit — Mark McWhinney
Tire pressure gauge — Brian Bernard
Set of Autolite spark plugs — Mark Tumbarello

The meeting adjourned to the parking lot at 9:17, where the Tesla roadster was the center of attention. Several people managed to get rides, before the batteries really went into the danger zone and the car scooted off for an overnight recharge!

Membership News

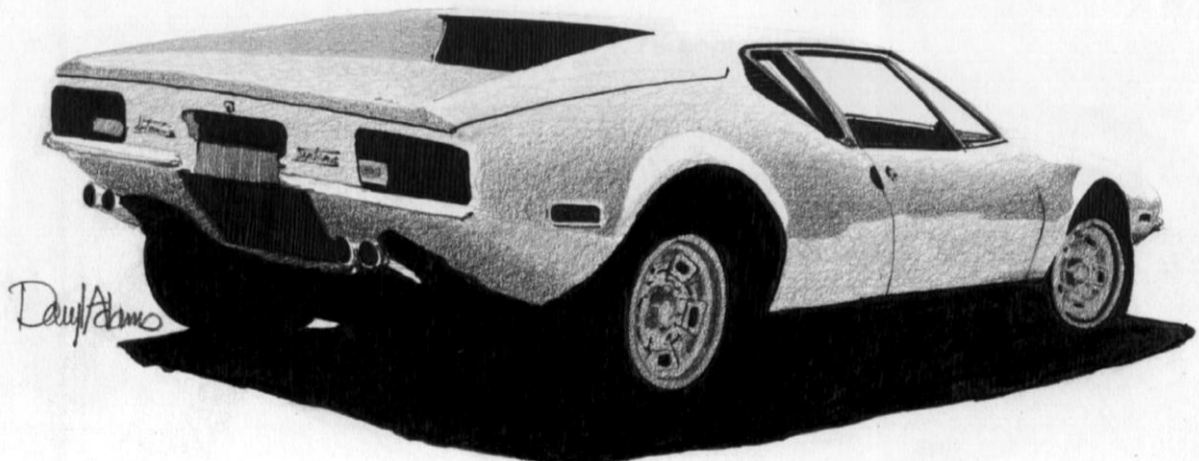
New Members for April:

Bill & Martha Weiner of Los Gatos. Bill recently purchased a '72 Pantera in need of some minor repairs. Well as things happen, he couldn't stop taking things apart to make them just right. Being a former body and fender man, he got the car down to just the sheet metal, and it is now going back together right. Bill's last project was a first place winning Jaguar at the Palo Alto concours. Those Jag people can be awfully fussy about correctness as well as fit and finish, so we can be pretty sure this is going to be a fine car when finished. Welcome to PCNC, Bill and Martha.

April Membership Anniversaries:

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

Mike Drew: nineteen years
Lee Scales: eighteen years
Tom Padula & Autumn Cardone: thirteen years
Lee & Heide Hinckley: twelve years
Russell Orzel & Ann Grigsby: nine years
Perry & Brigit Strongin: eight years
Michael Anderson: seven years
Richard & Debbie Golino: four years
Wayne & Sharon Okubo: four years
Jeff & Brenda Files: one year
Tony Guinasso: one year
Mike Vallee: one year



Clutch Master and Slave Replacement Tech Session

Story by Chuck Melton

Photos by Chuck Melton and Trevor Fougere

Mike Drew had a thought: if a couple of fellows he met while traveling were to come to California to visit, why not combine a “windshield tour” of the San Francisco area with something De Tomaso-related?

After all, isn't about everyone Mike Drew meets in his travels somehow in the De Tomaso family?

So with short notice from the travelers, Mike put the word out to the De Tomaso forum and the PCNC club mailing list: Is anyone up for getting together to meet two gents from Austria, Sebastian Exenberger (owner of a pushbutton Pantera #1113) and his son Sebastian Jr., and create some De Tomaso fun?

I figured I might be available for dinner or something, so I replied that if something happened I might be able to join the group. Then Mike reminded me that we have been meaning to help Markus Woehler replace the window gears in his Pantera. The car (#4028) is generally stock, but has been receiving short, but intense bursts of “upgrade fever”. Mike put two and two together and contacted the travelers asking if they would like to spend their last day in the USA working on a Pantera (after all that is how he spends much of *his* vacations overseas!).

Sebastian's rapid reply was that this would be a fun way to spend the last day before the long flight home. Quickly Mike contacted me to see if we could combine the mini-tech session for Markus and the social event, and a call to Markus to see if he was available. Within 24 hours, the plan was cast to have a mini-tech session at my home.

Markus hurried to order the necessary parts for both the window gear job, and a clutch master cylinder and slave cylinder replacement task, as he



Under sunny skies, Markus's Pantera was jacked up, front wheels taken away for balancing, and the rest of the work began

determined his 1972 vintage control clutch parts were on their last legs. It became apparent that the hydraulic clutch replacement was a higher priority than the window gear replacement.

At the same time, I solved a network problem which let me have streaming-video available on the internet, and I posted an announcement to the De Tomaso forum that I would have a video-feed of the mini-tech session if someone wanted to watch in real-time. I spent the evening organizing my garage, still in disarray from the last tech session, and cobbling together the cameras and network to televise the party.

Markus' parts arrived the next day, and by 10:00 a.m he had arrived in my driveway. Mike also arrived, and we discussed the goal for the day and the procedures and optional methods.

It was developing into such a nice day that it was decided to move outside to work. Then Markus mentioned that the steering developed a vibration above 80 mph which made his mirrors unusable. Mike and I agreed that it could easily be something simple like

needing the wheels balanced. The wheels came off, and Mike took them to a local shop for balancing, while Marcus and I greeted several arriving PCNC members (Lee Farrell, in his red Pantera, Gary Kono, and Chris Clark in his orange Pantera L).

Marcus really wanted to gain experience working on his car and to learn all he could. It was decided Mike would be the lead mechanic (coach), Marcus the worker, Lee and Chris would manage the slave end of things to expedite progress and I would be the tool gofer, photographer and bartender. As others arrived we left them to decide for themselves where to best fit in. Once the staff was organized we dove into the task.

Mike got us started by draining the clutch master of hydraulic (brake) fluid, using my wife's turkey baster. (Maybe it's time to get her a new one). Once the master reservoir was dry, he took off to balance the wheels at a nearby Goodyear tire store.

(Normally one would have to wait several hours to get a no-notice walk-



Lee Farrell demonstrates that it is much easier to remove the master cylinder with two people; one holds the nuts while the other turns the bolts

in job attended to, but he was wearing a set of mechanic's coveralls with a De Tomaso logo and the name "Mike" emblazoned on the front. He told the fellows at the Goodyear tire store that he was working at "ProvaMo Performance" and that their tire balancing machine was on the fritz, and the customer needed to pick the car up right away. At the tire store, all other jobs were put to the side and the tires were balanced immediately!)

Back at "ProvaMo Performance" we persevered. As one might expect with a 35-year-old car, the job of replacing the clutch master and slave cylinders did not go easily. Tight clearances and old bolts long-fused in place with the "will to not let go", permeated the day along with the smells of WD-40, Liquid Wrench, and the like.

One method to remove the clutch master cylinder is to remove the two snap rings holding the shaft to the clevis. However there is so little room between one side and the foot box bulkhead that some creative types have actually cut a hold in the foot box "firewall" providing access from the front trunk.

Others depend upon the lithe dexterity of a well trained, three-fingered, ambidextrous myopic monkey.

Another method to

remove the master cylinder is to move the unbolted master far forward, and then with needle nose pliers, turn the shaft itself, unthreading the actuating rod from the clevis. Since our myopic monkey was busy having tires balanced, this is what worked for us.

Various PCNC members stopped by during their work day such as Jim Kuehne and Garth Rodericks, among others, while the likes of Bob Benson and Trevor Fougere made a short day

of work, or took the full day off. Trevor's Windsor-powered Pantera was parked in front of Chris Clark's original orange L model. Bob brings his black Pantera to a lot of events. Somehow this car is always spotless. I think he must hire someone full time to clean it with a toothbrush daily.

But I digress from the work at hand. It became instantly apparent that Sebastian was not here to watch, he was here to lend a hand. He shed his clean travel clothes and I fetched an old work shirt, and soon he was up to his elbows in dirty work and loving it.

Our Austrian guests arrive before lunch time to a street filled with Panteras. They were only expecting one car, especially for an event organized on such short notice.

While the front was coming apart, Sebastian and Chris along with some



Chuck Melton and Chris Clark examine the tool and parts pile

others worked on replacing the slave cylinder.

As with the master cylinder at the front, the slave cylinder at the rear had the parts age-welded together. The slave was frozen in its bracket, so the top half was removed as one piece, and the solution to the fused lower half was to have the fork removed from the spline, and then separated with the verbal threat of the 20-ton press but functionally with a portable vise clamped to a bar stool, held in place by the weight of a beer-belly supervisor!

The master was now out. The slave was disassembled as far as it was going to get. A new bleeder fitting was not supplied with the slave, so we had to swap the old fitting (with thick vintage patina) over to the new slave. Next we found that the new master boot was a different size, and after some discussion about the rod length it was decided to use the old shaft that connected the pedal linkage to the master cylinder piston versus the new one.

Marcus and Sebastian mated the selected parts, while I took a long shot and visited a



Sebastian Exenberger and Chris Clark worked together to install and adjust the slave cylinder

couple of nearby parts stores for a better fitting boot, without success. It is important to note that Marcus speaks fluent German, so he and Sebastian were able to communicate freely, unencumbered by the Tower of Babel. It did appear to cause at least one internet viewer to think he had gotten the audio track mixed up!

So the master cylinder was bolted up, and attached back to the clevis. Then the group moved to check on the slave cylinder progress.

With the slave cylinder assembled, and reattached to the fork, the final part for Markus to install was the new braided clutch line.

Some members of the group met under the car to trade stories and look

son to SFO for their long flight home, we stopped in at a Chinese restaurant known for fast service. Within four minutes of placing our order we had drinks, and plates of hot (and spicy) food begin streaming out of the kitchen.

All in all, it was another successful day for PCNC!



Markus wanted to get his hands dirty, so he got to replace the plastic hydraulic line under the car with a new braided stainless steel line



Job done, and Markus takes his Pantera out for a successful test drive. Mission accomplished, let's eat!

busy while the others walked about, checked out the Panteras present, or watched Lee add another ground strap to his Pantera.

Bleeding the slave is tricky, with the small bleed nipple. The trick here to avoid air passing the threads and impersonating air bled from the line is to barely crack the bleed screw, while maintaining positive contact of the bleed hose on the bleed screw.

After filling and bleeding the system, Marcus took a short and quick test drive, and after an adjustment or two, the job was complete.

For the numbers, there were more than eight PCNC members, two guests, six Panteras, and more than 25 internet viewers. Not bad for a day's notice and on a Wednesday!

As we still had an hour before Mike needed to take Sebastian and his



The crew that stayed to the very end are, clockwise from left: Lee Farrell, Trevor Fougere, Sebastian Exenberger Jr., Bob Benson, Marcus Woehler, Sebastian Exenberger (Sr.), Mike Drew, and Chuck Melton, not pictured.

PCNC's Trek to Vegas via The Scenic Route

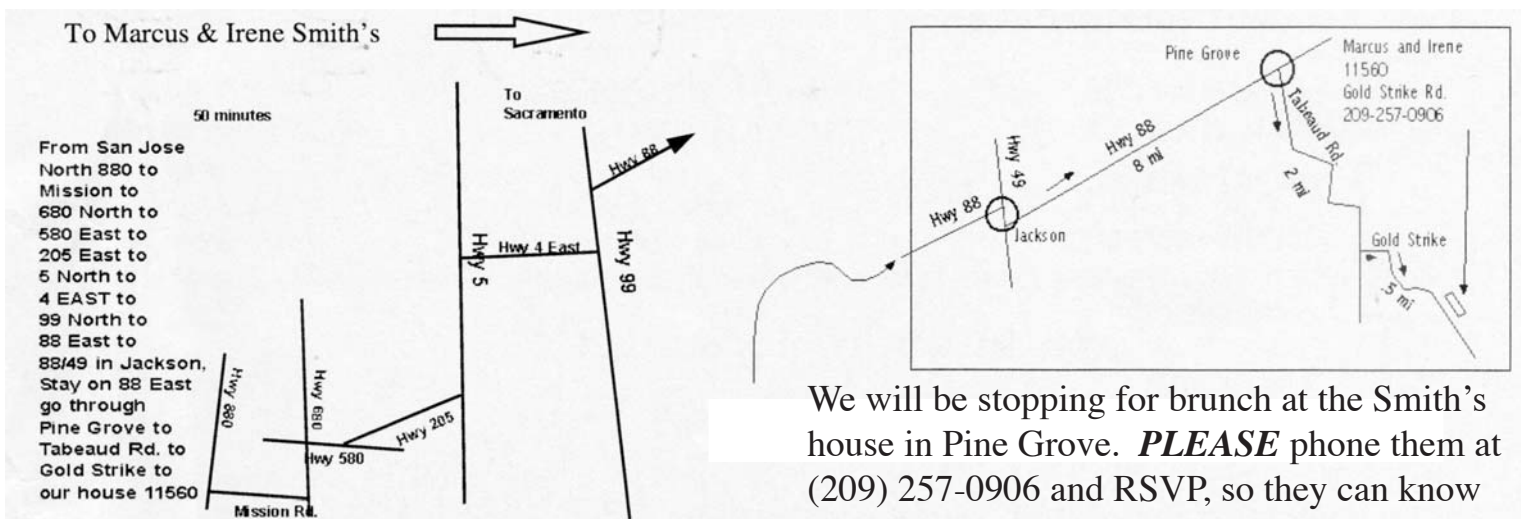
(Total distance from San Francisco
approximately 626 miles)

Date: Tuesday, April 29

Departure Time: 9:00 a.m.

Location: Coco's Parking Lot
1209 Oakmead Parkway, Sunnyvale
(Our normal monthly meeting site)

The group will again be travelling to Las Vegas via exquisite back roads, up and over the Sierras, with a stop for Brunch at the home of Marcus and Irene Smith in Pine Grove, and an overnight stop in Bishop. Those in the South Bay can meet up at Coco's to travel to the Smith's house as a group. Others may wish to meet the group there; plan to arrive by 11:00 a.m.



We will be stopping for brunch at the Smith's house in Pine Grove. **PLEASE** phone them at (209) 257-0906 and RSVP, so they can know how much food and beverage to prepare for us.

Bring CB Radios, we will be tuned to Channel 14.

This is the hotel where we will be staying in Bishop, CA. Call to make your own reservations, and tell them you are with the Pantera club. The group price is \$81.99 for a room with two double beds, or a single king bed (plus taxes).

Mike Drew will be leading this convoy; please phone him at (707) 452-9284 or e-mail at MikeLDrew@aol.com to let him know you'll be in the group, and provide your cell phone number. A complete list will be distributed at the Smith's.

QUEEN SIZE BEDS KING SIZE BEDS MINI SUITES	DIRECT DIAL PHONES FREE LOCAL CALLS	IN-ROOM COFFEE COLOR CABLE TV
724 W. LINE ST. BISHOP, CA 93514		1-800-325-2525 760-872-1095 Fax: 760-872-1097

Complete route map and directions: <http://tinyurl.com/5p332q>

CARAVAN WITH US TO LAS VEGAS

Via the southern Freeway route

(Total distance from San Francisco
approximately 660 miles)

ROUTE CAPTAINS ROGER AND PAM SHARP

LEAVING MORGAN HILL 9:00AM TUESDAY APRIL 29TH

(MEET AT McDonald's) E. DUNN AVE EXIT OFF 101

Roger's cell 408 489-1419

GOING SOUTH TO THE GENTRY'S IN PASO ROBLES FOR LUNCH;

PLEASE RSVP (805) 237-8046 BRIAN OR KATHLEEN GENTRY

THEN OFF TO KERNVILLE ..STAYING AT THE KERNVILLE INN

You are responsible for your room reservation....

CALL 1-877-393-7900 FOR RESERVATIONS

THEN OFF TO LAS VEGAS AFTER BREAKFAST ON WED. AM

Complete route map and directions: <http://tinyurl.com/5m8w4p>

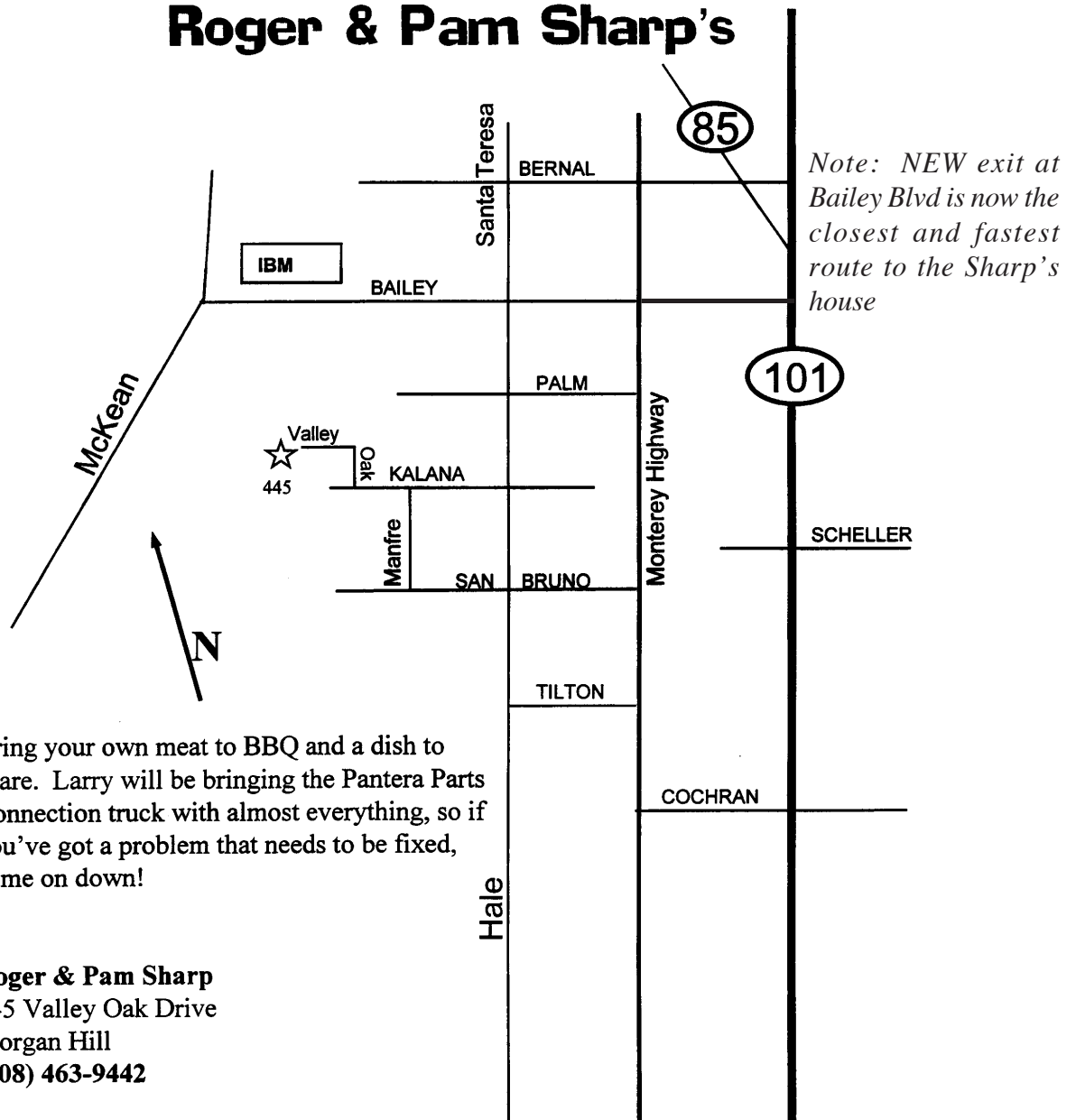
Pantera Club of Northern California Drive to Las Vegas Tech Session

Saturday, 26 April, 10:00 a.m. to ???

This is your last chance to get your Pantera ready for the trek to Las Vegas. Priority on the lifts and in the service bays will be provided to those planning on driving their Panteras to the POCA Fun Rally.

This will also serve as a tech inspection site for those entering their cars in the Las Vegas Speed Trials.

Roger & Pam Sharp's



NEXT CLUB MEETING

**THURSDAY, April 24, 2008
8:00 P.M.**

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

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

April 26 ----- Pre-Las Vegas Tech Session (Roger Sharp)

April 27 ----- Pacific Coast Dream Machines (Larry Finch)

April 30-May 4 ----- Las Vegas Fun Rally (John Taphorn/Judy McCartney)

4 May ----- Hillsborough Concours (Garry Choate)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH

www.PanteraClubNorCal.com



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