



# news

[www.PanteraClubNorCal.com](http://www.PanteraClubNorCal.com)

---

---

Volume 36

Issue 11

November 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 29 October, 2009

The meeting was called to order at 8:01 by the present. All officers were present except for the Renshaws, and Mark McWhinney. There were 37 people and six Panteras present.

**New Members/Guests:** The club welcomed **Mike DeFazio**, a former member (1990) who dropped out of the club when his kids became his main focus in life. He owns an absolutely fantastic red Pantera show car, with the distinctive (and apparently honestly earned) license plate "625 HP" Now that his kids are older, he's decided to get back into the Pantera scene, and renewed his membership.

Also present were two longtime but little-seen members, **Lori Albino** and **Guy Dellavecchia**. Guy joked that PCNC meetings are rather like church for him; he only goes once a year and tries to

quietly sneak in the back!

**Changes To Last Month's Minutes:** There were no changes noted, because the newsletter hadn't arrived yet (most people got it the day after the meeting). Unusually, it wasn't posted on the PCNC website either. Our illustrious webmaster had it in-hand since the weekend before, but he was tied up with other pressing issues and wasn't able to post it to the website until a few days after the meeting.

**Club Store Report:** Rich didn't have anything new to report.

**Club Treasury Report:** Mark McWhinney 'found' some money on-line that he hadn't transferred over to the club treasury, in the form of payments made for the Monterey corral, and Los Laureles). He figuratively shook his computer and \$1900 fell out of it! Steve write a few checks for newsletters, badges etc. but the treasury is still quite healthy—especially with this unexpected \$1900 windfall!

**Club Membership Report:** Russ reported that PCNC membership has started a slow but noticeable downward trend, most likely as a function of the economy. We're only down a handful of members, but we hope that things turn around and they rejoin the fold.

**Club Motorsports Report:** Larry developed a proposed budget for the 2010 event. As the projected income is a complete unknown, the income side of the budget is derived by simply plucking numbers out of the sky. Our costs are similarly unknown at this time, but they are expected to be more or less in line with this year's event. The event lost \$1000 this year, but for 2010 if we have only five more drivers, and sponsorship remains the same, we'll break event. Larry is anticipating more participants due to the great word-of-mouth that our first Reno track event has generated. (The PCNC board met briefly after the meeting and gave the formal go-ahead).

### **Past Events:**

**All-Italian Car Show In Alameda:** This event was a great success, with 14 Panteras and a Mangusta joining about 200 other Italian cars of all makes. Guy reported that the Panteras put on quite a show, as they all left together, playing follow-the-leader, and the leader got lost and led the entire group all the way around the circumference of the show!

Watch for an article in next month's newsletter.

**Engine-Pulling Tech Session:** Brent Stewart hosted a small, private party to extract the engine from his Pantera. He hosted the event live on the internet with streaming video, and about 75 people from all over the world tuned in to watch the fun. He has a new long block, and is going to swap the ancillary parts over from his old engine to his new one. Expect another party to install that one in the upcoming months.

**Lori Albino Tech Session:** PCNC gathered for a second time to work on Lori Albino's Pantera, this time at the home of Garry and Sue Choate. The principal mission was to replace the rear axles and bearings, and install new lower front ball joints. Although there were some setbacks, ultimately the mission was a success, and a great time was had by all. An article will appear in the next newsletter (and in fact, by the time you read this, the third and final tech session for Lori's car will have taken place).

## **Upcoming Events:**

**CNC November Meeting — 19 November (ONE WEEK EARLY!):** Due to the conflict with Thanksgiving, the November PCNC meeting will be held one week early at the usual time and location.

**Christmas Party — 18 December:** The Christmas party will be held at Trader Vic's in Palo Alto (same place as last year). The cost is \$55 each, and the menu choices are beef, mahi mahi, prawns or chicken. Those that want to spend the night can call the hotel to get a special PCNC rate. See the flyer elsewhere in this newsletter for all the information.

**Super Bowl Party — 7 February:** The club is looking for a site to hold our traditional Super Bowl party. If you're interested in hosting, please contact Garry Choate.

## **Club Business:**

**Honorary PCNC Memberships:** PCNC has two honorary memberships, for Larry and Shari Stock, and Michael and Roxanne Fertitta. Russ made a motion to renew these memberships for 2010, which was passed.

**PCNC Elections:** The ballot for the 2010 PCNC board appears elsewhere in this newsletter. For the first time in several years, there are two candidates contesting for PCNC president. Members and their associates will be able to vote in person at the November meeting, or by mail, with the winners to be announced at the Christmas party.

## **Buy/Sell/Swap:**

**Ignition Switch Guts:** The ignition switch assembly has two halves—the mechanical bit where the key goes in, and the electrical bit which attaches to the back. Over time the electrical side can break down and fall apart. These switches are 35 years old, and not readily available, but Steve Liebenow has some brand new electrical bits. They are available to PCNC members for \$225; they will be selling for \$250 to everyone else. Get 'em while they're hot!

**Stock 289/302 Cast Iron Manifold:** Awhile back somebody was looking for an intake manifold for a Ford 289/302; John Columbero has one available.

**Mustang Doors?** While we were talking about non-Panteras, Forest Goodhart needs a pair of doors for his '68 Mustang

**More Mustang Parts:** Since we were now talking about Mustangs, Todd Rodericks has a set of '69-70 big block Mustang shock towers available.

## **News, Clues and Rumors:**

**Greg Taylor Mangusta Update:** Greg gave the club another update on his Mangusta, which he is rebuilding from the ground up. By now, it has major parts and subassemblies from a half-dozen other Mangustas incorporated into it! He has purchased several set of rear hatches, but the best set that he has still had a bit of electrolyses at the bottom (chemical reaction between

the steel tubing frame, and the aluminum skin). Greg found a good body guy, who cleaned one to bare metal, cut out the bad bits and remade them, and he says, “They’re almost to the point where you can’t see through them anymore!” They have lined up nicely, and he’s almost to the point where he has a complete body on the car. He used a high-tech polymer between the steel frame and the aluminum skin to prevent future corrosion.

The car is very close to being ready for primer. Stay tuned!

**DIY Tech Shop:** Steve Liebenow found a community workshop off of March and the 101; it’s basically a big clubhouse for working on cars. There are sections devoted to welding, plasma cutting, sewing, paint, upholstery, etc. etc. Steve has signed up for some basic welding classes, and a sand casting class. The shop also has garages where you can store your car and work on it. See Steve if you’d like more information.

**Local Panteras For Sale:** There are several Panteras for sale in the local area. Dynamic Motorsport West, the regional Superformance Cobra/GT40 dealer, had a Pantera #5248 for sale, with an out-of-this-world asking price of \$85K! It has chromed L-model bumpers, an interesting styling touch. This same car was for sale not long ago at another dealership with a \$41K asking price....

Also, Specialty Sales has two Panteras for sale; one of them is a rather rough driver that needs some mechanical attention to be roadworthy, while the other is the former Don Gerig Pantera L, a very nice car indeed. You can see them at [www.specialtysales.com](http://www.specialtysales.com)

**Driving For Dinner Raffle:** And the winner was Peter Kovacs

**Raffle Results:** Brent and Brett did their thing, with the following results:

McGuire's Quik Care detail kit Greg Taylor  
Soldering iron – Todd Rodericks  
Screwdriver set – Todd Rodericks  
folding pocket knife – John Columbero  
grease gun – Brian Bernard  
mini-Dremel – Guy Dellavecchia  
Logo cap w/key chain – Guy Dellavecchia  
Battery cleaner/ZF drain plug tool – Garry Choate  
Umbrella – Jim Kuehne  
Bottle of wine – Steve Liebenow  
2XL Pantera shirt – Barry Hosier  
De Tomaso flag – Garry Choate  
Body diagram – Garth Rodericks

The meeting adjourned to the parking lot at 9:15, where a tech session promptly broke out. When Peter Kovacs pulled into the parking lot, he was leaking water from his pressure tank. A bit of post-meeting troubleshooting resulted in the bottom hose popping off and a substantial percentage of the contents of the cooling system dumping onto the ground!

Amazingly, none of the Pantera drivers thought to bring any tools, but fortunately Mike Drew's Scirocco was equipped with a comprehensive assortment, and soon Peter, Mike and Mike DeFazio went to work. A half-hour later, the hose was back on, the system re-filled and the car was good to go!

# Membership News

## New Members for November:

We have two new members:

**Mike DeFazio** of Pleasanton is rejoining us after a few years' absence. Mike has a beautiful red '73 Pantera with the unique license plate of 625 HP. When you get a chance to look at Mike's car, note the position of the rear wheels in the fender arches. When Mike was rebuilding his car, he did not like the angle of the half shafts so he had the suspension repositioned to put the wheels directly in the center line of the output flanges of the transaxle, a minor item but it shows Mike's attention to detail. We're glad to have you back, Mike.

**Scott Pinsky** of Long Beach and soon San Rafael. Those of you who read Scott's article in last month's PCNC News got to know a little bit about his enthusiasm for Panteras. Scott's job as a lawyer specializing in municipal law is bringing him to Marin County from Long Beach. He expects to be fully settled into PCNC territory by the end of the year. Welcome aboard, Scott.

## November Membership Anniversaries:

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

**Rod & Irina Pack:** 28 years

**Erik Belter:** 17 years

**Mike & Cheryl Harper:** 15 years

**Keith & Cindy Gilmore:** 12 years

**Todd Glycer & Renee LoVette:** 11 years

**Bob Benson:** 8 years

**Patrick King:** 3 years

**Kim & Craig Kuenzinger:** 2 years

**Byron & Jean Hight:** 21 years

**Roger & Elana Thomas:** 16 years

**Ken & Beth Ingels:** 13 years

**Steve & Linda Bogart:** 11 years

**Jason Eaton:** 10 years

**Paul Bowden:** 3 years

**Robert & Theresa Jones:** 2 years

**John & Connie Hansen:** 1 year

## New Membership Rosters Will be Printed the Second Week of January:

- 1) If you do not wish to have your address, phone number(s), and/or car information listed, you must notify the PCNC Membership Coordinator.
- 2) If the data in the current Roster has changed, please be sure the Membership Coordinator has the correct info on file.
- 3) Your E-mail address can be included if you give it to the Membership Coordinator.
- 4) The Membership Coordinator is Russ Britschgi, 143 Carlyn Avenue, Campbell, CA 95008. You may call and leave a message at 408/866-1677, or send E-mail to: [<RnDBrit@earthlink.net >](mailto:RnDBrit@earthlink.net).

# Monterey Historics Weekend

*Story and Photos by Mike Drew*

Each year in August, automobile enthusiasts from around the world flock to Monterey for the Monterey Historics Races, the Pebble Beach Concours, Concorso Italiano, and a number of other events. We are fortunate enough to live within striking distance of what is arguably the greatest automotive weekend in the world, and so it is no surprise that PCNC members flock to Monterey as well.

With each passing year, it seems there are more and more ancillary events on the Monterey Peninsula, starting with the Pre-Historics (races at Laguna Seca the weekend before the main event). In recognition of the slow but steady growth of the Monterey Week, I drove down to Monterey on Wednesday morning, stopping at San Francisco Airport along the way to pick up a visiting POCA member from London, Geoff Peters.

After a leisurely get-up on Thursday, we made our way to a nondescript street corner near Markus Woehler's house, and set up camp to watch the Pebble Beach Tour. A substantial percentage of the cars participating in the world's most prestigious concours take to the streets for this tour, which earns them potential tie-breaking points in the concours judging. Nowhere else in the



***Randy Grubb's Pissed-Off Pete completely upstaged the World Manufacturer's Championship-winning Shelby Cobra Daytona Coupe***

world is it possible to see such a fine variety of cars moving under their own power—everything from brass-era behemoths to exquisite racing Ferraris passed us by, exhausts blatting and brakes (and sometimes tires) squealing.

After a bit of tire-kicking and Pantera wrenching at Markus' house, we eventually made our way to the Los Laureles Lodge, site of the PCNC Hospitality Suite, and then down the hill to the Baja Cantina.

Baja Cantina is a local car-guy hangout 51 weeks out of the year, but for this week, it explodes in popularity. The parking lot turns into one of the most eclectic

car shows you'll ever see, with everything from Pebble Beach classics to hot rods to exotics on display.

One of the most incredible cars in the parking lot was an original Shelby Cobra Daytona Coupe, CSX 2601. One of only six such cars made, this particular car was driven by Bob Bondurant and clinched the World Manufacturer's Championship in 1965, the first and only time the championship had been held by an American car. It was up for auction the next day, where it fetched a record price of \$7.25 million.

Ironically, parked right next to it was Pissed Off Pete, a custom Peterbilt truck powered by a twin-supercharged two-stroke V-12 diesel tank engine! Built by former PCNC member Randy Grubb, it completely stole the show from the Daytona Coupe! He would periodically start it and rev the engine, and the exhaust exiting from the vertical stacks literally blew the leaves out of the trees, which then fell all over the Coupe....

The next morning we made our way to the Laguna Seca golf course for



***The futuristic Alfa Romeo BAT prototypes haven't been gathered together for many years***



*Fresh from a restoration, this Mangusta had a stunning engine bay. The owner has never driven the car, since he finds it too uncomfortable! Here he's interviewed by Keith Martin, as his son sits behind the wheel*

Concorso Italiano. There was more than a bit of fear and trepidation, because the 2008 iteration of Concorso Italiano was an unmitigated disaster. Held at the most unappealing site imaginable, it was utterly lacking in anything resembling charm or atmosphere. Fortunately, and to everyone's great relief, new owners took over the event and moved it to a more suitable venue.

In fact, the Laguna Seca golf course is arguably the best location that Concorso Italiano has ever enjoyed, and the organizers were doubly blessed with absolutely perfect weather.

As this was the 50th anniversary of De Tomaso, we received special recognition, and there were almost 50 De Tomaso cars present, including a couple of Mangustas, and a Longchamp GTS.

The show's highlights were the 1950s Alfa Romeo Berlinetta



*Darryl Johnson was being filmed by a TV crew when his car won a trophy, so Tom Tjaarda came over and crashed the production to present it to him*



*The De Tomasos were rather isolated from the rest of the show, but on the plus side, it afforded plenty of room for the cars to spread out*

Aerodinamica Tecnicas, a series of futuristic Bertone styling exercises best known by their acronym as BAT cars. A grouping of a significant number of Ferrari 288 GTOs was also impressive because relatively few were made.

One of the Mangustas belongs to a Monterey resident named Darrell Edwards. 8MA776 is fresh from a ground-up restoration, which included chroming or polishing everything in the engine bay. Sadly, the owner has never driven the car, as he says he finds it too uncomfortable to drive!

The always-gracious Pantera designer, Tom Tjaarda, was on hand, sign-



*One of the most interesting displays was this original Lamborghini tractor. It was found abandoned on a farm in central California, and painstakingly restored to like-new condition!*

ing autographs, telling stories, and giving presentations on the podium. George Pence of *Pantera International* and 'some other guy' Jim Cozzolino were in charge of the De Tomaso exhibit, to include judging of the De Tomaso cars. Tom Tjaarda presented the trophies to the various winners, including PCNC members Gary Spratling and Darryl Johnson.

With the Concorso going into the record books as a smash success, the cars trickled out of the grounds and over the hill, for the Friday evening PCNC dinner. Organized by Garry and Sue Choate, with help from Diane Dean, the dinner was well-attended, with a large group of owners surrounded by De Tomaso cars, and dining on fantastic food from the Los Laureles kitchen. And of course, conversation carried on well



*The Los Laureles Lodge once again put on a terrific dinner*



*The Pantera parking corral (with an interloper Shelby Mustang) was in an unusual spot. Hopefully next year more of our corral passes will be used by De Tomaso cars*

into the night in the hospitality suite....

The next day, everybody converged on Laguna Seca. *Pantera International* had hosted a Pantera parking corral for many years, but they surrendered it last year, so PCNC picked up the mantle and ran with it. This year the Panteras were given a rather odd location, parked in a long row opposite from most of the other





*Over 150 Porsches were entered in the various races, plus the Porsche factory had several significant cars on display, including this Le Mans-winning 917*

marque clubs. Still, it was great real estate, with the added advantage of being slightly less dusty and dirty than our usual spot. Larry Finch honchoed the race ticket and corral pass sales, but not everybody who received a corral pass showed up, and as a consequence there were only 15 Panteras present.

Porsche was the featured marque this year, and predictably there were eleventy billion Porsches on the premises, both in the corrals and on track. Among the noteworthy examples were several Gulf Porsche 917s, as well as the 917 that won Le Mans in 1970.

POCA members were on-track as well. Gray Gregory from Space City Panteras (Houston) was racing his 1970 Chevron B16, and PCNC's Todd Glycer campaigned his '68 Lola T-160. Both of them had a great weekend, with no mechanical maladies, and strong finishes in their respective classes.

Although there was a very heavy Porsche emphasis at the races, the most significant Ford race car ever built was quietly on display inside

the Rolex tent. GT40 P/1075 is the only two-time winner of Le Mans, and is widely thought to be among the top ten most valuable cars in the world. Ordinarily it would draw enormous attention, but curiously it was almost completely ignored by most of the people present, and thus it was possible to get terrific access to view it.

A 5:00 a.m. wakeup is necessary to get unfettered access to the cars at Pebble Beach on Sunday morning.

Standing in the cool morning mist as daylight cracks across the horizon, munching on free coffee and donuts courtesy of Hagerty Insurance, and watching the finest automobiles in the world slowly drive past on their way to the 18th fairway is one of life's great pleasures.

Bentley was the featured marque at this year's Concours, and they had the largest display class. This was unquestionably the largest gathering of



*One of the most significant cars in the world is GT40 P/1075, which won Le Mans in 1968 and again in 1969. It was largely ignored by the Porsche crowd*

significant Bentley automobiles ever held, and we will likely never see anything like it ever again. Among the other interesting classes was one exclusively for the Ferrari TR59. A lighter, more powerful version of the legendary pontoon-fendered 1958 Testa Rossa, only four TR59s were built, and all four were on display. With bodies designed by Pininfarina and built by Fantuzzi, each of them sported subtle styling differences, but they were all very red, with delightfully swooping fenders and a dozen Weber velocity stacks on display under clear plastic hood scoops....

For the first time ever, motorcycles were included in the Pebble Beach Concours, and they proved to be especially popular. The class was confined to British motorcycles built prior to 1959, and among the legendary bikes on display was a Brough Superior, and the famous Rollie Free Vincent HRD.

The competition at the Concours was tight, as usual, with the winner being a 1937 Horch 853 Voll & Ruhrbeck Sport Cabriolet.

As the crowds started to build, we beat a hasty retreat and returned to Laguna Seca to enjoy the second day of



*Todd Glycer dives into the corkscrew ahead of a pair of newer Lolas*

racing.

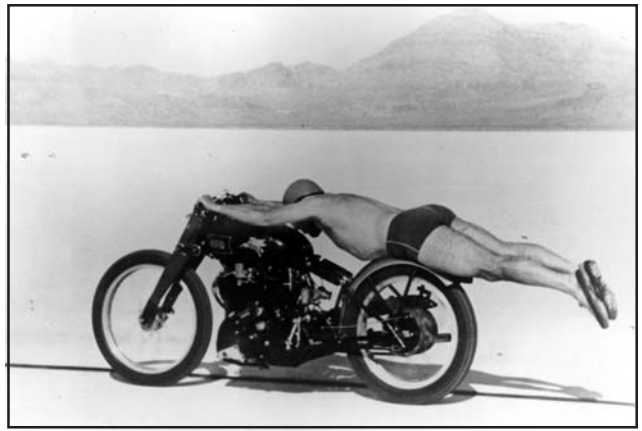
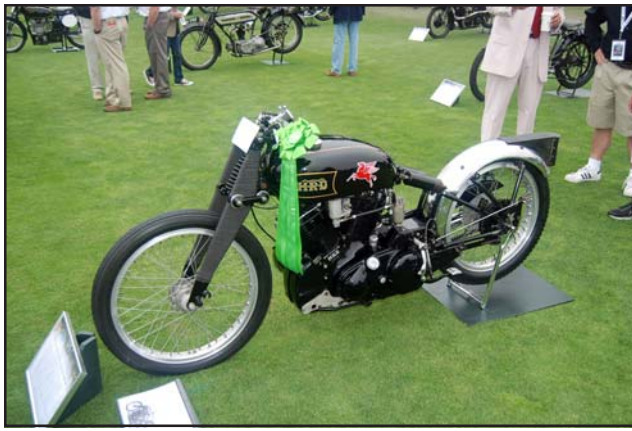
In a shocking turn of events, Monterey Historics Races founder Steve Earle was forced out by the track management, who after 36 years decided to stage an event on their own. They will be allowed to use the Monterey Historics Races name for 2010 only, and after that, they're on their own. It will be interesting to see if the event suffers as a result? Only time will tell....

At the end of the weekend, Steve Earle presents The Monterey Cup and

a Gold Daytona Cosmograph to the owner of the automobile judged to have excelled overall in both presentation and performance. That winner was Richard Clark, an Englishman who lives in Monte Carlo, and who often stays with PCNC at the Los Laureles Lodge along with the car's mechanic/restorer, Andy Prill. Richard was racing a 1952 Porsche 356 that campaigned in the 1953 La Carrera race, then was parked and lay undisturbed in a barn for 50 years until he bought it a few years ago.



*The quartet of Pininfarina-designed, Fantuzzi-bodied 1959 Ferrari TR59s*



*In 1948, a motorcycle dealer named Rollie Free took a prototype Vincent HRD to Bonneville. When his leathers began to flap and tear due to his 147 mph speed, he stripped to a bathing suit and cap, and set a new record of over 150 mph!*

It is completely original apart from fresh belts, seals, tires etc.

Like so many participants in the Monterey Historic Races, Clark is in close touch with the people who made history with his car. "It's very sad that Manfredo Lippman could not come here for this weekend," said Clark, explaining that Lippman ran the team on which his car raced to win the 1953 Carrera Panamericana. "He did telephone me today to ask how things went; he loves the details."

Clark explained that the accomplishment in '53 was Porsche's first victory internationally, "so ever since then when you see a modern Porsche you will likely see the name Carrera written on the back in honor of that event."

Clark flew the car in from Europe, sorted out the paperwork at the San Francisco airport and then drove it directly from the airport to Laguna Seca, where he raced it in the pre-Historics, drove it around town during the week,



*Among the significant Bentleys present was a 1929 short-chassis Blower Bentley, here being driven by owner Ralph Lauren. It was built by Tim Birken, one of the "Bentley Boys", and raced at Le Mans in 1930*

took part in the Pebble Beach Tour, raced it again in the Historics on Saturday, and then showed it at Pebble Beach on Sunday!

While most people headed for home Sunday afternoon, we chose to

just stay an extra night, then have a leisurely drive on Monday, avoiding all the traffic etc. On the way home, we reflected on all that we had seen and done, and agreed that nothing, but nothing can compare with Monterey!



*Richard Clark's timewarp Porsche 356 won the Monterey cup, presented by Steve Earle and Rolex CEO Bruno Meier*



## **2009 PCNC Christmas Party and Awards Banquet**

**When: Friday December 18th 6:30 P.M. to 11:00 P.M.  
Dinner will be served promptly at 7:30 P.M.**

**Location: Trader Vic's / Dinah's Garden Hotel  
4261 El Camino Real  
Palo Alto, Ca. 94306**

**Dress: Holiday dressy**

**Cost: \$55.00 per person, make checks payable to PCNC.**

**RSVP: Menu choice and Payment by Dec. 14, 2009.**

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

**Menu Choice: Barbecued Filet of Beef, Macadamia Crusted Mahi Mahi,  
Szechwan Butterfly Prawns or Corn-Fed chicken breast**

**No Host Bar**

**Overnight: Those wanting to stay overnight at Diana's Garden Hotel can call,  
800-227-8220 to make reservations. Ask for the Pantera Club room block.**

**Special room rates per night are: Garden Room \$95.00  
Deluxe Room \$120.00  
Suites are available**

**Breakfast not included**

**Questions: Email [garryc15@comcast.net](mailto:garryc15@comcast.net) or call 925-837-2873**



## 2009 PCNC Proxy Ballot for the Election of Board Members to serve during calendar year 2010

You may vote either by the use of this Proxy Ballot or in person at the November membership meeting (see this newsletter for time and exact location of the meeting).

- 1) If you choose to vote by Proxy, you must sign the ballot so a ballot will not be given to you at the meeting.
- 2) If you vote by Proxy and also attend the meeting, you may reclaim your proxy prior to the distribution of regular ballots and thus be allowed to vote then.
- 3) Each Member and each Associate Member is entitled to vote. For write-in candidates there is a line and box for the Member and a line and a box for the Associate to use.
- 4) Select one candidate for each office.
- 5) Ballots may be hand-delivered to the meeting or mailed to: Peter Kovacs  
3624 East Orangeburg Ave Modesto, CA 95355.

	Memb.	Assoc.		Memb.	Assoc.
President:			Treasurer:		
Ron DeMaderios	<input type="checkbox"/>	<input type="checkbox"/>	Steve Liebenow	<input type="checkbox"/>	<input type="checkbox"/>
Tony Blevins	<input type="checkbox"/>	<input type="checkbox"/>	_____	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>			
Secretary:			Membership Coordinator:		
Mike Drew	<input type="checkbox"/>	<input type="checkbox"/>	Brent Stewart	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	<input type="checkbox"/>	<input type="checkbox"/>

Signature & date:

PCNC Member: \_\_\_\_\_

Associate Member: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_



Russ Britschgi  
143 Carlyn Ave.  
Campbell, CA 95008

## NEXT CLUB MEETING

**THURSDAY, November 19, 2009  
8:00 P.M.**

*ONE WEEK EARLY!*

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

**(Take Lawrence Expressway South Exit off Highway 101)**

---

---

## UPCOMING CLUB EVENTS

December 18 ————— PCNC Christmas Party (Garry Choate)

February 7 ————— PCNC Superbowl Party (Location TBA)

**REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH**