

pantera
CLUB OF NORTHERN
california



A Chapter of POCA

news

www.PanteraClubNorCal.com

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PRESIDENT

Forest Goodhart
(831) 724-3763
ForestG@att.net

VICE PRESIDENT

Darryl Johnson
(408) 483-1814
JohnsonDarr@hughes.net

SECRETARY

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

TREASURER

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

CLUB STORE

TBD

LIBRARIAN

Forest Goodhart
(831) 724-3763
ForestG@att.net

**MEMBERSHIP
COORDINATOR**

Lori Drew
(707) 208-6032
CLoriDrew@gmail.com

**EVENTS
COORDINATOR**

Bud Millard
(650) 697-6894
BMillard601@comcast.net

**MOTORSPORTS
COORDINATOR**

Bob Benson
(408) 209-7677
RCBSons1@aol.com

RAFFLE CHAIRMAN

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

WEBMASTER

Denny Morse
(408) 922-9336
Denman@gmail.com

Minutes of Meeting 28 May, 2015

The meeting was called to order by the president at 8:01 p.m. All officers were present except for Larry Finch, and Denny Morse (who was busy rafting through the Grand Canyon, celebrating Jim Nowlin's birthday). During the introductions, Forest casually mentioned that negotiations are underway with Irene Smith to possibly take over and reopen the club store, which generated a terrific positive response.

There were 31 members present, and three Panteras in the parking lot.

New Members/Guests: The club welcomed **Alessandro Borroni**, a for-real Italian guy now living in San Francisco. He said he has decided to pursue a longtime dream and get a Pantera for

himself, and was contemplating going to look at #1435 (formerly owned by PCNC member Cliff Marks) which is coming up for auction in southern California.

We were also glad to see stealth member **Greg Hiebert**. Although he has been a member for some time, he rarely makes it to meetings, and this was perhaps the first time that he brought his bone-stock green L-model with him. (It subsequently drew an enormous amount of interest and attention and he wound up going home much later than planned as a result!)



Changes To Last Month's Minutes:

There were no changes noted.

Club Membership Report: Lori said that we picked up three new members, but so far she has only heard from one of them. She hopes to have more information at the next meeting.

Club Treasury Report: As Larry was absent, there was no formal report issued.

Club Motorsports Report: Bob Benson gave an overview of past and upcoming track events, including a Lockheed car club autocross. He had a terrific time at the POCA Fun Rally track day, although his Pantera broke at the end of the first day for a bizarre reason—the pin holding the clutch pedal to the cross-shaft under the dash broke. Several people tried to repair it but its location made it all but impossible. It was just as well, since it poured rain the next day anyway. He repaired the car fairly easily as soon as he got home (although he resorted to some Pantera butchery to do so!)

He said that Kirby Schrader, who worked so hard to organize the Pantera contingent at the track event, suffered the first Pantera breakdown for the simple reason that he had forgotten to put gas in his car before he went out on track! He later was fiddling with his Webers and dropped a tiny Weber-specific screw into an inaccessible casting hole in the top of the engine, and it took him almost an hour (and much creativity) to retrieve it.

In all, the event was a terrific success.

Club Website Report: As Denny was absent, there was no formal report. The newsletter had to be e-mailed to everyone directly, as opposed to posting it for download on the website, and many people didn't receive it, either because they failed to update their e-mail address with the Membership Coordinator, or their tinkertoy e-mail systems wouldn't allow attached files to come through. (The newsletter should be posted now).

Somebody mentioned that the January through April newsletters aren't visible, as there is no archive yet built for the 2015 issues. Denny should have that sorted out quick-style.

Club Library Report: Forest said there were no new additions to the library. The full contents are listed on the website and are available for checkout by coordinating with him.

Past Events:

POCA Fun Rally: Quite a few PCNC members made the trip to the Fun Rally, with a couple of them even bringing their cars. The schedule was a bit different than it is traditionally, starting on a Friday and ending the Tuesday. While bad weather put a slight damper on things, it was noted that for all the key events, the sun came out just in time. Look for a full report in next month's newsletter.

Upcoming Events: Bud said that he is hoping we will have about a dozen events this year, and gave details on some that are currently in the works.

Hillsborough Concours — 19 July: Bud has arranged for a special De Tomaso class at this prestigious car show. We are hoping to get at least ten cars on display. For more information and to register for the event, visit www.hillsboroughconcours.com

Festa Italiana — 2 August: This two-day festival of all things Italian is held in Sacramento, and on Sunday they will have a special display of De Tomaso cars. For more information see their website, <http://www.italiancenter.net/>

Canepa Motorsports Tour — 8 August: PCNC has been invited to tour the impressive Canepa Motorsports museum in Scotts Valley, in conjunction with a Cars & Coffee even there. We will meet in Los Gatos and then caravan to the site where we will have reserved parking, and following the tour, we will have lunch at Bruno's BBQ. There is no cost to participate, but an RSVP is needed to ensure adequate Pantera parking. There will be a sign-up sheet at the July meeting, or contact Bud and let him know if you plan on attending.

Monterey Weekend — 13-16 August: Steve Dalcino has finalized the prices for the various rooms and the dinner. As of now, all rooms have been filled but there is a waiting list, and historically most people have been successfully accomodated. There is availability at the hotel earlier in the week, and there is a plethora of events going on prior to the nominal start of the festivities on Friday; one could easily spend the entire week in Monterey.

If you had a room at the hotel last year and have made a reservation for this year, you will get the same room unless you request a change.

The dinner will be on Friday the 14th and costs \$55 each (through July 1st), then the price goes up to \$75. Concorso Italiano is on Saturday the 15th. PCNC is no longer handling arrangements for the De Tomaso car corral; tickets are purchased directly from Laguna Seca, costing \$25 for four days.

The hospitality suite will be open to everyone from Wednesday on, including those just visiting for the day, and those with dinner-only reservations. Come early, and have a great time before and after the dinner. Contact Steve Dalcino to make your reservations.

See the flyer elsewhere in this newsletter.

Danville Concours and Tour — 19-20 September: This is a two-day event, consisting of a scenic drive for entrant cars on the Saturday, and concours on the Sunday. Watch for more information in upcoming newsletters.

Ironstone Concours Weekend — 25-27 September: Although Kevin Abbey won't be able to host the weekend as he has in years past, others have stepped up to take on various aspects of the weekend. Bud Millard will set up details for a caravan, an Randy and Linda Welch will organize a dinner, this time within walking distance of the various hotels.. People will be responsible for securing their own lodging. There are reportedly some rooms still available at the three area hotels. See the three-page info flyer/entry form elsewhere in this newsletter to register for the concours.

Serrano Concours — 4 October: This is the largest concours in the Sacramento area, and this year they will have a special De Tomaso class, which will be judged by Steve Wilkinson. Watch for more information in the upcoming months. Next year, De Tomaso will be the featured marque.

All-Italian Car Show In Alameda — 11 October: This show is a traditional favorite of PCNC members and historically has been well-attended. In the past there has often been a pre-concours club breakfast and post-concours dinner. Watch this space for more information as the date draws nearer.

Also In The Works: Bud is working a long-term project to get us a private tour of a spectacular private car collection in Scotts Valley, and entry to The Candy Store (a private club in Burlingame) on the same day.

We also need to start making arrangements for our Christmas party. As the economy rebounds and companies start feeling confident again, it will no longer be as easy as it has been in recent times to secure a location relatively close to the day. Forest said he is going to contact the team that staged the party last year and hope they will agree to a repeat performance.

Club Business:

File Or Fine: The club received notification from the state requiring us to file an annual statement by a certain date or pay a \$275 fine; Forest said he and Larry would take care of it in the upcoming days.

Wear Your Name Badge, Get A Free Raffle Ticket: In an effort to provide incentive for members to wear their name badges, Lori came up with an idea—starting this month, everyone at the meeting who has a name badge on will receive one free raffle ticket!

Buy, Sell and Swap:

Decklid Shocks: Steve Liebenow won a set of Larry Stock's Pantera decklid shocks at the POCA Fun Rally, which are less than useless in his Mangusta! They are appropriate for all ribbed-decklid (1972 and later) cars. They cost \$42 each; he's looking for \$50 for the pair.

Big Backyard Parts Stash: Mike Drew is helping Matt Kelleher get rid of the parts leftover from his two-Panteras-into-one restoration. Some of what he has is precious, some is junk, and most falls somewhere in between. Prices vary by condition but are nominally about half of what the vendors charge for the same part when new.

Contact Mike with your parts needs.

News, Clues and Rumors:

Garry Choate Suffers A Stroke: The mood at the POCA Fun Rally was dampened for many due to the news that Garry Choate had suffered a stroke in bed on the morning he was to leave for the event. Fortunately he was able to get to a hospital (and wasn't on an airplane when it happened!). His condition was grave initially, but he has since made a terrific comeback. While in the hospital undergoing rehab, he noticed a loose armrest on one of the machines. He asked for some tools, and soon had it fixed. He then went around the ward and fixed a whole bunch of other things as well!

He has since returned home and is making fantastic progress.

Props From Afar: Forest was contacted by an officer of the Arizona Pantera club, who expressed his admiration for how effectively PCNC operates, including the newsletter, website, and activities, and he wanted to know how he could replicate that. Forest responded that it was due to our large talent pool of dedicated volunteers, each of whom plays a role in furthering the efforts of the club.

We All Know This, But....: Bob Benson related a story from the track event in Texas. Ron McCall, a well-known Pantera specialist, was driving his own Pantera on the track when the clutch went out. It turns out he was still using the original 40-year-old plastic clutch line. His new 180-degree exhaust system passed dangerously close to it, and under the rigors of track driving, heated it up to the point where the line failed. Fortunately he was able to trailer the car to Tom Upton's workshop only 15 minutes away, where Tom had all the bits and pieces necessary to fabricate a nice braided stainless replacement line.

If you open up your decklid and see a red plastic hose leading to your clutch slave cylinder, you're wrong! It's not a matter of if it will fail, but when. You (or at least somebody) got 40 years of use out of it; now it's time to replace it with a stainless/teflon hose that will prove to be immortal. Contact your favorite Pantera vendor....

Driving For Dinner Raffle: The winner was Greg Hiebert.

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

BBQ tool kit (from Dalcinos — Gary Kono
De Tomaso T-shirt — John Tomlin
De Tomaso 1959 formula car T-shirt — Ron Southern
Power driver set — Darryl Johnson
Multitool — Lou Brizzolera
1/4 inch socket set metric — Ken Levin
1/4inch socket set standard — Lou Brizzolera
Detailing kit — Forest
Multimeter — Bob Benson
De Tomaso wine stop w/bottle of wine — Brian Bernard
Stacked tire pencil holder — Bob Benson

The meeting adjourned to the parking lot at 9:14. Greg made an attempt to leave, but keen interest in his original survivor Pantera caused him to shut down and spend another hour or more kicking tires!

Membership News

New Members for June:

We have no new members this month.

June 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: 29 years
Bob and Bobby Crowell: 24 years
Gary Glenn: 18 years
Perry and Brigit Strongin: 15 years
Richard Walling: 14 years
Kathy Gerloff: 12 years
Matt and Nancy Kelleher: 5 years

John and Cheryl Colombero: 24 years
Tony Guinasso: 22 years
Steve and Merry Dalcino: 16 years
Art Mowry: 15 years
Jim and Barbara Murch: 12 years
Garth and Leslie Rodericks: 12 years
Lou and Karen Brizzolara: 2 years

Wear Your PCNC Name Badge!

Starting this month, all club members who wear their PCNC name badge to the meeting will be entitled to one free raffle ticket! So be sure to wear your badge!

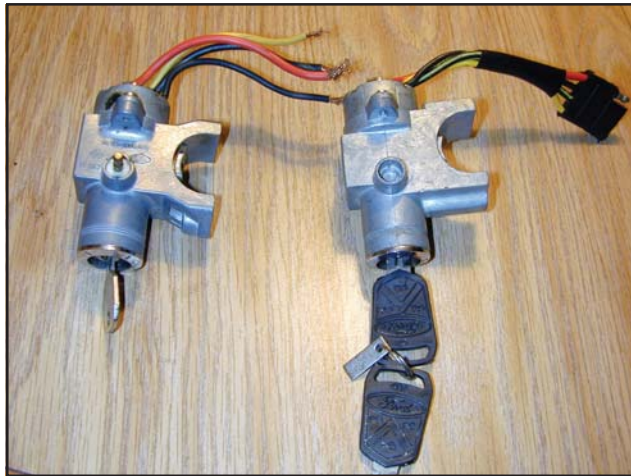


Pantera Ignition Switch Tumbler Removal

Story and Photos by Steve Liebenow

So, you were having issues with your ignition switch, key falling out, not able to turn it when inserted, not able to remove it when you turned it off, paper clip works when you can't you're your keys....or any other problem seemingly related to the key portion of the switch! Perhaps you didn't even get a key! Not to worry....read on.

The early Panteras shared their ignition switch with the 1971-73 Mercury Capri, while the later Panteras used a later Ford switch (perhaps shared with later Capris?) No matter which style you have, this procedure remains the same for either as the tumbler portion interchanges between the two types.



On the left is an original Pantera ignition switch, while the one on the right is for a later European Ford; it is nominally identical, apart from the extra electrical lug which isn't used on the Pantera anyway



Later Panteras such as the GT5 and GT5-S used an angled switch which affords better key access. However the ignition tumbler is exactly the same. (The very last Panteras used a different angled switch whose key is very different)

As with most tumbler assemblies, there is a pin or a spring that needs to be released in order to remove the tumbler assy. In this case, it is a piece of spring steel that needs to be depressed in order to release the tumbler from the switch assy. But, there is no hole through which to depress the spring!!! Not to fear.....read on!



The tumbler as viewed from the passenger compartment! We will be referencing the III or the START position, for what needs to come next. Seen here at about the 2 o'clock position



Using this #III or start position on the end of the tumbler assembly as a reference, use a pencil or a scribe, or just your eyeballs, to imagine a line thru the center of the III back thru the switch housing as above



I am using a standard scale here....no metric conversions, sorry...but that's not hard.. Rolling the scale around the body of the switch housing, to the right 1/2 inch will give you one of the coordinates for drilling the release hole, as seen here



You now have one dimension, but still need another to place the hole. Using the edge or seam of the housing, where it meets up with the tumbler assembly, measure 5/8" length-wise along the switch to get the other dimension for placing the hole

Using a 1/8" or smaller drill bit, carefully drill a hole at this point. Now you will only be drilling through about 1.5mm or 1/16" of aluminum so don't get carried away here with your half inch drill!!!! Easy does it or you can damage the spring beneath. When you feel the drill bit drop, stop! You can clean the hole out after you get the tumbler out.....



Here is a shot of the tumbler assy and the spring that you will be aiming for. This position I've noted here should put your hole right at the top point of the bend in this spring. You may not be able to make it out easily in this photo, but it's there!



Using a punch, or pick awl, depress the spring and wiggle and pull on the tumbler assy to get it to pop out. Once it starts to move, you are good to go, and can remove the punch or awl. If you are having problems, sometimes you can put a key in the tumbler and use it to help convince it that it needs to come out!

DO NOT TRY TO PRY VIA THE NEW HOLE!!! All you are doing in the hole is pushing down on the spring, to release it so that it can be slid outwards. You do NOT need to have a key inserted into the tumbler assembly or have it in any special position for removal.

If you want, you can straighten a paper clip and then put a short 90-degree bend in the end of it to create a hook. Insert it into the end of the tumbler, rotate it 90 degrees so it hooks the inside, then pull outwards, while pushing down on the spring, and it should slide right out



Here are two tumbler assemblies. Note that the one on the left has no number stamped on it.

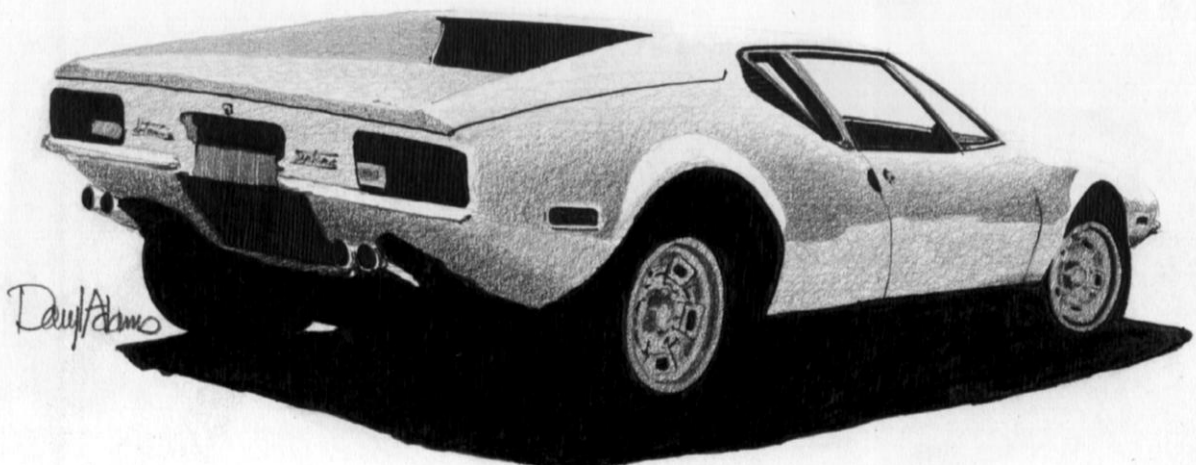


The number stamped on the tumbler on the right, TC582, is the “key code” that you can take to a locksmith and from this he can look in a reference book and determine how to cut a new key to exactly duplicate the key that came with the car originally, rather than making a copy from a worn copy of a worn key!

The tumbler assy on the left has no number. If this is the case, perhaps the original assembly came with something like this. These keys and the unmarked tumbler came with the GT5 switch assy in the first picture. The numbers on the tag are the code used for cutting keys. This code would get recorded in the owners manual perhaps, or?????

If your tumbler has no number, and you have no little tag, you are out of luck in terms of making a new key yourself, *easily*. The absence of a proper code would require disassembly of the actual tumbler assembly and decoding the tumblers by their size etc. NOT a fun job, nor cheap. At this point, it may be easier to buy a new tumbler with key. However, if you have your original switch assembly in the car, I suspect that you indeed will find a key code on the tumbler. Too, a good locksmith has tools and techniques that will enable him to make a new key without the code, but it will take him a bit more work to get the job done.

What I have written here is based upon my own experiences with this type of tumbler assembly. Because there could be other variants that I am not aware of, please use this information carefully. If you have doubts take your lock to a professional locksmith for service. Otherwise, enjoy!!!



TONY HARVEY GOOD TIMES DINNER

Friday, August 14, 2015

No-host Happy Hour 6:30 PM
Dinner 7:30 PM

Garden Terrace of The Los Laureles Lodge
313 West Carmel Valley Road
Carmel Valley CA

We are looking forward to another great Monterey Motorsports Reunion week.

Everyone is invited to attend the Pantera Club of Northern California's annual Tony Harvey Good Times Dinner. Many of the most knowledgeable and fascinating personalities in the De Tomaso community will be on hand. This event is "Automotive Overload" under the stars for most Pantera and Mangusta people.

The Terrace lawn area will be filled to capacity with De Tomasos to drool over, and we will have People's Choice Awards balloting for the cars on display.

This year's buffet dinner features a Fresh Local Green Salad (Monterey county is THE salad capitol of the world), Grilled Salmon, BBQ Ribs, BBQ Chicken, Roasted Potatoes, Corn Bread, and Apple Cobbler with Apple Jack Brandy Whipped Cream.

The cost is \$55.00 per person in advance through July 31. Please make checks payable to PCNC, and send them to:

PCNC Dinner
c/o Steve Dalcino
3374 Prairie Dr.
Pleasanton CA. 94588

After August 1, dinner will be \$75 per person.

For those with pre-paid room reservations through PCNC, two dinner tickets are already included with your Los Laureles room package and held for you at Dinner Check-in.



2015 VEHICLE ENTRY FORM

Entry Deadline is September 1, 2015

Name _____ Spouse/Guest _____

Your Name _____
(How you'd like your name to appear in program)

Address _____ City _____ State _____ Zip _____

Phone _____ Cell _____ Fax _____ Email _____

VEHICLE INFORMATION

Year _____ Make _____ Model _____

Cyl _____ Body Style _____ Color/Trim _____

Coachbuilder (if custom) _____ Class Requested _____

Comments/History:

Is this vehicle to be judged? Yes No Are you bringing a trailer? Yes No

My photo is enclosed. I will email a digital photo image to: cmbock@sbcglobal.net

ORDER FORM

Vehicle Entry	1 vehicle	@ \$50 = \$ _____
Additional Vehicle(s)	_____ vehicle(s)	@ \$35 = \$ _____
Friday Evening Dinner Under the Stars	_____ guests	@ \$50 = \$ _____
Speaker Luncheon, Saturday at Noon	_____ guests	@ \$125 = \$ _____
Additional Admission Tickets	_____ tickets	@ \$20 = \$ _____
Additional Buffet Tickets	_____ tickets	@ \$30 = \$ _____

Mail form to:
 2972 W. Swain Road, #228
 Stockton, CA 95219

email or call:
cmbock@sbcglobal.net
 (530) 477-8233

Yes, I would also like to support student programs \$ _____

Consider an additional donation to support students, 4H & FFA members by sending them to summer camp and other educational programs: each campership is \$150.00. We would appreciate any donation amount that you would like to make.

Total enclosed \$ _____

Release of Liability

Signature of vehicle owner or representative

Date



CONCOURS d'ELEGANCE

Dinner under the Stars

Friday, September 25, 2015 - 6:30pm
wine tasting, dinner under the stars,
and silent/live auctions

CONCOURS d'ELEGANCE

Saturday, September 26, 2015
10:00am to 4:30pm
more than 300 beautiful antique and
classic automobiles

Featured Speaker Luncheon

Saturday, September 26, 2015
12:00pm to 1:30pm

Buffet Luncheon

Saturday, September 26, 2015
12:00pm to 1:30pm

CLASS LIST

- A American & European Antique Cars, 1896-1924
- B American & European Vintage Cars, 1925-1942
- C Open American & European Classic Cars, 1922-1948
- D Closed American & European Classic Cars, 1922-1948
- E Pierce-Arrow Automobiles
- F Packard Automobiles
- G Rolls-Royce & Bentley Automobiles
- H Wooden-Bodied Automobiles & Station Wagons
- I Vintage Race Cars
- J Dodge Automobiles
- J1 Studebaker Automobiles
- K Unrestored Vehicles, pre-World War II
- L Unrestored Vehicles, post-World War II
- M Mini & Micro Cars
- N American Automobiles, 1946-1954
- O American Automobiles, 1955-1961
- P American Automobiles, 1962-1973
- Q European Sports Cars through 1973
- R Alfa Romeo
- S Ford Mustang through 1973
- T Ford Model A Automobiles
- U Ford Thunderbird Automobiles
- V Vintage Commercial Vehicles
- W Vintage Motorcycles
- X Vintage Trailers & Campmobiles
- Y DeTomaso Automobiles
- Z Tucker Automobiles



Photos courtesy of Ron Kimball

RULES OF ENTRY

ENTRY DEADLINE IS SEPTEMBER 1, 2015

As in recent years, our judging process will be as follows:

Rather than awarding first, second and third prizes in each class, our judges will be asked to designate a percentage of the cars in each class to receive a ribbon indicating an "Award of Merit." From that group, judges will choose one vehicle designated "Best of Class."

As has been our custom, in addition to our usual overall awards and several new awards, "Best of Class" vehicles will parade across the stage. We feel this change is consistent with our determination to keep Ironstone a fun, relaxing and elegant event...more reminiscent of the French Concours d'Elegance of the 1930s, where each car was judged on its overall elegance and style rather than for its minutely detailed physical perfection.

Car Placement:

The show field will be available for vehicle placement from 11am to 5:30pm Friday, September 25. If convenient, bring your vehicle in on Friday to avoid the Saturday morning crunch! **Gates open Saturday morning at 6:30am and we ask that all show vehicles be in place by 9:30am.**

Remember, only stock, non-modified vehicles are accepted at Ironstone. We also love original, unrestored and well-maintained vehicles. All participants are invited to purchase tickets to attend the Dinner under the Stars on Friday night and the Speaker Luncheon on Saturday. These wonderful events are important in our efforts to raise funds for our worthy beneficiaries.

Notes:

- **Any vehicle that has won a Best In Class in 2014 will not be eligible for judging in 2015. However, it is welcome for display only and welcome to return for judging in future years.**
- The Ironstone Concours d'Elegance reserves the right to combine and divide classes based on the entry mix. Due to space constraints, some classes may be limited in the number of vehicles accepted.
- Individual marque classes will be broken out depending on entry numbers.
- **The Ironstone Concours d'Elegance prefers vehicles and motorcycles in their original or restored-to-original condition.**

The Ironstone Concours d'Elegance supports the display of 1973 and earlier vintage automobiles and motorcycles in their original or restored-to-original condition.

Entrants are encouraged to drive their cars to the concours. Each entered vehicle will be judged in its category by standards emphasizing the elegance and integrity of the vehicle's design as deemed appropriate for its era and type. Undercarriages, engine compartments, trunks and personal areas will not be judged. Judges will take no notice of normal vehicle wear and usage.

The entry committee must approve all applications and reserves the right to reject any vehicles that do not meet concours standards. Vehicles must be driven through the check point onto the concours field. A special trailer unloading and parking area will be available. Entrants are expected to have a fire extinguisher with their vehicles for safety.



ENTRY FEES

Entry fees are non-refundable. For one vehicle, the fee is \$50. Each additional vehicle by the same owner can enter for \$35.

Paid entries entitle the owner(s) to general admission for two adults, two buffet lunch tickets and, in the morning, coffee and donuts for two. Additional guest tickets may be purchased in advance for \$20 per adult.


ENTRY FORM

Please submit one or more good, clear, recent photographs of your vehicle with your entry form, or email digital images to: cmbock@sbcglobal.net. Be sure to include your name and address with each photo.

All entered vehicles must be in their assigned show spaces no later than 9:30 a.m. on Saturday, September 26, and must remain on the event grounds until 4:00 p.m. Owners are encouraged to park their vehicles in their assigned spots on Friday to avoid the Saturday morning rush. Security guards will be in place from noon Friday forward.

For additional entry information, please contact Chris Bock (530) 477-8233 or cmbock@sbcglobal.net.

For judging information, please contact Jim Sinclair (530) 344-9380.





Lori Drew
136 Lighthouse Way
Vacaville, CA 95688



NEXT CLUB MEETING

**THURSDAY, June 25th, 2015
8:00 P.M.**

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

(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

July 19 ----- Hillsborough Concours (Bud Millard)

August 2 ----- Festa Italiana (John McNamee)

August 8 ----- Canepa Motorsports Tur (Bud Millard)

August 13-16 ----- Monterey Weekend (Steve Dalcino)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH