



A Chapter of POCA

news

www.PanteraClubNorCal.com

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Minutes of Meeting 24 October, 2019

The meeting was called to order by the president at 7:30. All officers were present except for Larry Finch, Bob Benson, Lori Drew, and Mike Drew. Mike's computer hard drive melted down and he has been working to have his computer restored so he can once again produce the newsletter. Steve Liebenow kindly volunteered to take notes in his absence. There were 22 members present and four Panteras in the parking lot.

New Members/Guests: There were no new faces in the crowd this month.

Changes To Last Month's Minutes: As there was no newsletter due to the aforementioned hardware problems, there were no minutes to review and approve.

Club Treasury Report: Larry phoned in a report in which he reiterated the fact that our treasury is healthy to the point of being *too* healthy. He paid our monthly website fees to Google and otherwise there was no activity.

Club Store Report: There was no report this month.

Club Membership Report: We had no new members this month.

Club Motorsports Report: Brent Stewart stood in for Bob Benson, and announced that Checkered Flag Racing Association would be running a track day at Laguna Seca on Sunday, 24 November. Also, the Shelby club is running a 105db (Pantera-friendly) day on Friday, 29 November.

Club Website Report: There is movement towards creating a new website, with a professional web-master well on the way to having a basic version for us to evaluate soon.

Club Library Report: The library contents remain safe and secure in Forest Goodhart's garage; a full list of the library contents can be found on the website, and items may be checked out by any club member simply by asking Forest.

Past Events:

Stockton Yacht Club Show: This event was once again a terrific success. Among the many cars present were about a dozen Panteras. The weather proved to be spectacular, and all attendees had a great time. As Randy and Linda Welch have announced their intention to move to Hawaii (and have placed their Pantera up for sale) it's likely this was the final iteration of this event, unless some other Stockton Yacht Club member chooses to continue the tradition. Watch for an article in an upcoming newsletter.

Cars and Crush: There were several interesting cars present including four Panteras. The attendees harvested 1800 lbs of grapes and then enjoyed lunch. Mark reported that the wine production is now well underway, and thanked everyone who participated and made it possible.

Ironstone Concours Weekend: PCNC was once again overrepresented at this show, which has now limited the total number of participants and has turned people away. There were seven Panteras in attendance, and Bud Millard's car was selected to cross the stage as the class winner. Watch for an article in an upcoming newsletter.

Upcoming Events:

Capitol Panteras Christmas Party — 7 December: Capitol Panteras has invited the members of PCNC to join them for a Christmas luncheon in the scenic Sacramento River delta region, in the historic town of Isleton. The event is being organized by Sue Choate. A flyer with all the information can be found elsewhere in this newsletter.

Pantera Club of Northern California Christmas Party — 14 December: Our party will be in the same location as in the past few years. The event flyer can be found elsewhere in this newsletter.

Club Business:

Christmas Party Raffle Philosophy: Brent Stewart started a discussion about our Christmas Party raffle, openly asking if our ambition should be for the raffle to make money, or not. The general consensus about those present is that the healthy state of our treasury means that our raffle can afford to be a money-losing proposition, by having the club contribute funds for raffle prizes to be won by the attendees. The board will discuss the idea in greater depth, but it's safe to assume that this year's raffle will be one not to be missed!

Buy, Sell, and Swap: There were no items advertised for sale.

News, Clues and Rumors: There was (apparently) no discussion or storytelling this month?

Driving For Dinner Raffle: If there was a winner this month, there was no notation made of who it was.

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

Bottle of Wine — Larry Larsen
Adapter set for drivers — Forest Goodhart
Flashlight — Andrew Dufolo
O-ring collection — Steve Liebenow
Nylon trim prybar set — Gret Taylor
Security bit set — John Tomlin
Pin punch set — Forest Goodhart
WD-40 rust penetrating spray — Gary Kono
Wire brush set — Dennis Valdez
Microfiber towels — Brent Stewart

The meeting then adjourned at some time before 9:00 p.m. because that's when the restaurant closes!



Membership News

New Members for October and November:

We have no new members for either of these months.

October Membership Anniversaries:

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

Brett Santos and Patty Arevalo: 32 years

Gary and Mary Ann Kono: 23 years

Steve and Kim Griffin: 13 years

Ryan and Amy McGuire: 3 years

Nancy and Mike Haney: 28 years

Jim and Barbara Murch: 16 years

George Altamura: 9 years

Michael Dapper: 2 years

November Membership Anniversaries:

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

Erik Belter: 27 years

Keith and Cindy Gilmore: 22 years

Robert and Theresa Jones: 12 years

Mike and Sue DeFazio: 10 years

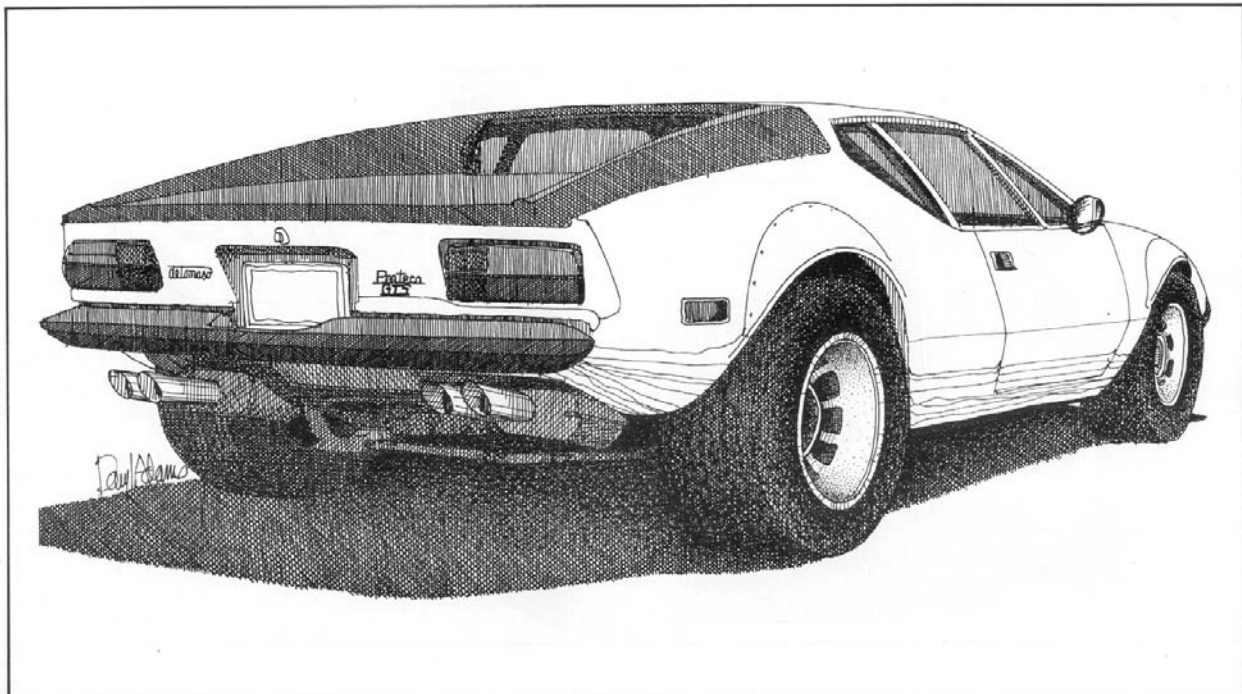
John Lyons: 1 year

Roger and Elana Thomas: 26 years

Bob Benson: 18 years

John and Connie Hansen: 11 years

Steve and Linda Solipasso: 8 years



What's My Car Worth?

Story by Mike Drew

Photos by Russo & Steele, Mecum, and RM Sotheby's

Whether or not we have intentions of ever selling our Panteras, it is natural to quietly wonder what they are worth. Regardless of how much money we may have spent on maintenance, upkeep, modifications or restorations, ultimately it is the market that sets the true value—a given car is only worth what somebody else is willing to pay for it, no matter how enamored of it we may be.

Each year, the extravaganza that is the Pebble Beach/Monterey Historics weekend features a host of fine car auctions from one end of the peninsula to the other, and it is these auctions, more than any other, which can serve as a barometer for our car's values.

In recent years, auction results have suggested that our cars were rapidly increasing in value, which made some people happy, but gave others reason for pause. This year, however, there was an overall leveling of the collector car market generally, and this was exhibited with the Pantera sales as well. Virtually all the auction estimates were higher (in some cases wildly so) than the buyers in



The seller couldn't be bothered to prepare this car for auction, and left a lot of money on the table as a result

the room were willing to pay.

It's worth noting that in past years, some really fine Panteras were being auctioned off. This year, some decidedly scruffy examples appeared, seemingly hoping to cash in on the recent trend. They were decidedly too late.

On Friday, Mecum had a really rough silver 1973 Pantera L. Mecum has

historically featured the roughest, most questionable Panteras on the peninsula, and this year was no exception. The car was touted as being highly original, with 63K miles on the clock. It was apparently a barn find (I seem to recall this car being sold at auction in Woodland a couple of years ago), and minimal efforts were made to get it (barely) running for this

auction. It was fitted with a new fuel pump and clutch master and slave cylinders. Those who were present reported that it barely ran, with something less than eight cylinders, and puffed clouds of smoke out the exhaust. The previous owner had managed to misjudge things and whang the side of a garage door opening, putting a big fat dent in the passenger side door; no attempt was made to repair it before auction, which seems like a catastrophic mis-



Apart from a period aftermarket chin spoiler, this Pantera L was very original

take bordering on insanity, considering the tastes of the Monterey crowd.

With a decent tune-up and the door repaired, this car would have fallen smack in the middle of the 'driver' classification, but as-is, it could only be considered a rolling restoration project. As such, it crept slowly up and eventually sold for just \$50K. I would guess that \$3-4K spent on a simple tune-up, localized body/paint repairs and a good detailing would have easily netted another \$10K in realized selling price. I would consider this car reasonably well-bought, although the owner has his hands full and will have to invest some effort before he can enjoy it properly.

Meanwhile, over at Bonhams, there was a red '72 Pantera L #4424, looking extremely original and wearing Arriva tires. It had only 7,800 miles from new, although its Pennsylvania heritage does raise the possibility of rust lurking. The fact that it was repainted leads one to question its condition. Nevertheless, it presented extremely well, and in 2011 it



This terrible photo was one of only two in the Russo and Steele catalog, which certainly didn't inspire confidence in internet bidders. Nevertheless, it appeared to be a decent example of the marque, and a good buy at \$67K unless there was rust lurking beneath the fresh paint....

had a thorough mechanical refurbishment including brake and clutch hydraulics, brake booster, new water pipes and hoses, a new A/C compressor and dryer, etc. In



A quality auction house provides stunning photography as part of their service to the seller. This Pantera Si was immaculate and arguably should have sold for far more than \$215K

2014 it also had a head gasket change. This kind of servicing is appropriate for a car that is allowed to sit as much as this one clearly did. It would probably have been in much better mechanical condition if it had higher mileage.

Nonetheless, it sold for \$75K (\$84K including buyer's premium), against an \$80-120K estimate. This would have been a \$80-90K car a year ago.

Finally, Russo and Steele had a rare Medium Green 1971 Pantera with 19K miles on the clock. It had been advertised as a "DeTamaso" which is never a good sign—this was not a good venue for this car. It was another 'barn car' which was reportedly stored in a garage for 20 years before being placed in a museum. It looked to be in good condition, but again, it had been repainted in the original color (or something approximating it), and it looked like a freshly painted car. It sold for \$67K against a \$75-100K estimate. The new owner will have to work on it to bring the rest of the car up to the standards of the paint and decent interior, but soon will have a very distinctive and enjoyable car on his hands.

Saturday saw the first known sale of a

Pantera Si in the United States. This was a great unknown, as with only 41 built (and 39 sold to the public), all in Europe, it's difficult to place a value on one here. In their native Europe, they typically trade for close to \$300K, and the auction estimate was \$275-325K. The seller is a gentleman near Chicago who has quietly imported three Pantera Si cars to the USA in recent years, taking advantage of the fact that they are now more than 25 years old and thus eligible for importation and licensing (not in California naturally). Given that they are manifestly superior to any other Panteras made (apart from a distinct lack of horsepower due to their standard Mustang 5.0 engine, which is easily and inexpensively remedied), and that this is the only one to come up for sale in the USA, and also considering its incredible condition (it had 49K km on the odometer), I fully expected this to achieve something north of \$300K. It sold for only \$215K, which I believe has to be the steal of the century!

I have been fortunate enough to drive a Pantera Si at Spa in Belgium, and I was amazed. From inside, it looks and feels like a GT5-S, but the driving dynamics

are totally different, and infinitely improved. The steering is light and agile (due to the completely revised suspension which features longer A-arms and wheels with much more negative offset), and the brakes (Brembo units lifted directly from the Ferrari F40) are astounding, even with no power booster. The lack of horsepower is noticeable, and perhaps contributes to the very quiet cabin. It is unquestionably the best-driving Pantera ever produced, and the new owner can consider this very, very well-bought. I have followed this particular car through several owners, and know that the seller really got clobbered on this one.

On Sunday, Russo and Steele had two more Panteras up for grabs. The first was a very nice-looking late '72 Pre-L #4162, only 107 away from the first L-model. It had been treated to a bare-metal respray (in non-original black, with blacked-out trim) in 1997, and it garnered 'best paint' awards at Concorso Italiano in 2001 and 2011, among numerous other trophies. It had just under \$70K miles, and was fitted with some rare (and inappropriate) goodies including a two-spoke steering wheel from a very early pushbutton



A blurry photo shot haphazardly in the seller's garage wasn't exactly inspirational, but the overall quality of this car showed through, and it resulted in a very strong selling price considering some of the non-original design choices such as the pushbutton wheels

Pantera, and one-slot wheels. The longtime owner/seller was Randy, who was an employee at one of the southern California Pantera shops for many years. It had an estimate of \$95-125K and sold right at bottom estimate, at \$95K. Had it been wearing 'proper' wheels it might have garnered a bit more, and one can argue that a more high-end auction house would have been a better venue for this car. Nevertheless, this was arguably the



Here is a textbook example of Pantera financial suicide. The owner presumably started off with a perfectly nice Pantera, which today would be worth perhaps \$60-70K. After investing over \$300K, the market showed it was worth only \$62K

strongest result of the weekend among the various Panteras on offer.

Finally, we have the last one of the bunch—a wildly overdone Super Pantera. This car began life as a 1973 L-model before being treated to a complete overhaul many years ago by Hall Pantera, reportedly at a cost of some \$300,000! It was converted to GT5-S specification and fitted with virtually every bit of bling one can imagine. The stock Cleveland was replaced with a 410-inch all-aluminum Fontana motor with SVO heads, and everything was fully polished. This, then, was everything a Pantera aspired to be in the late 1980s. The auction company didn't do the seller any favors by publishing a photo of the green car's interior (complete with falling-apart stock steering wheel center) instead of the beautiful Connolly interior this car had.

The seller made the classic mistake of totaling up his receipts and concluding that his car was worth that amount, and so the auction estimate was a laughable \$300-350K, which is more than a genuine GT5-S sells for. It was no surprise to anybody that billing stalled out at a paltry \$62K, and the car was a no-sale.

I would argue that the car is worth more than \$62K (the cheap wheels with fake Cobra spinners didn't help the cause), but to believe that it's worth what he had invested is beyond delusional. The seller

was forced to slink back to his garage and have a good hard think about decisions he made. Automotive tastes have changed, and while there was a time that super-modified hot-rod Panteras were thought of as the ultimate aspiration, today the automotive enthusiast population's tastes have matured, and such cars are generally viewed with a certain sense of pity. In most cases a really fine car was lost in the process of creating a car that is, if I'm honest, widely considered to be more than a bit vulgar by most people. It is too far gone to consider changing back, so it needs to be bought and enjoyed by a person who still appreciates the values this car espouses. For sure, it will be well-bought some day, and the seller is going to take a financial beating. He can choose to hold onto it, but it's unlikely to ever get anywhere near what he was hoping to realize from its sale.

So what can we take away from all of this? Well, first of all, one does a Pantera no favors at all by simply allowing it to rot in a garage. These are machines, meant to be driven and enjoyed, and apart from the sheer pleasure derived from doing so, they also benefit from regular and routine exercise. Yes, you might pick up a rock chip or a ding in the paint here or there, but the cost to rectify that will be far less than the costs to return a long-stagnant car to driving condition—and think of

all the enjoyment that one would have along the way!

I have always been a proponent of the idea that every dollar spent modifying a Pantera away from original configuration results in only 50 cents of additional value, but the equation is not linear. The last car shows that by going too far, it's possible to spend tons of money and arrive right back where you started, value-wise.

Too, it's important to recognize that while there has been a recent great inflation in Pantera values, this is not the first time it's happened, and in each prior instance, there was a market correction that saw prices drop considerably afterwards (although never all the way to their former level). I remember back when I was shopping for my Pantera in the late 1980s, there was a price explosion and nice L-model cars were selling for \$80-90K and USA GT5 Panteras were \$100-120K. By the mid-1990s those values were about halved, and it would be another 20 years before they once again reached those dizzying heights.

At the end of the day, the thing to do is just appreciate them for what they are—rolling friendship generators. Hop in, turn the key, go out for a drive, put a smile on your face, and find like-minded people to spend time with. Do so, and every penny you spent (whether you paid too much or not) will have been worthwhile!

Nor-Cal Shelby Club Mini-Nats Car Show

Story and Photos by Mike Drew

At the August PCNC meeting, we were joined by Scott Herbert, as fine a gentleman as you would ever want to meet. A member of the Nor-Cal Shelby Club, he had stepped forward to volunteer to stage the annual Mini-Nats event, which is a regional copy of the large annual Shelby Club convention. Both of them feature similar ingredients, including a track event, and a car show.

Scott was seeking to drum up interest in the upcoming event, and invited the members of PCNC to participate. After all, it can be argued that De Tomaso cars are at least cousins to the various Shelby models that were produced just before them.

Scott confessed a deep and abiding love of the 351C and everything that ever carried one (he has a Mach 1 Mustang with a 351C), including the Pantera. By the end of the evening his enthusiasm had swollen to the point where he joined PCNC!

His efforts were rewarded on the day of the car show, with no less than five PCNC cars present (although one of them was a 2008 Ford GT, which is certainly



Larry Laino's Pantera heads the lineup waiting to enter the show

an acceptable substitute!).

Lori fired up her Pantera and I jumped in the passenger seat for the cool, early-morning drive to Sears Point. When we arrived, there was Larry Laino parked just outside the entrance, with Steve DeMaderios right behind, and Ron Southern taking up the rear. Tom Leonard was in

his Ford GT since his Pantera was in the body shop getting a ding repaired.

We all drove in together, making a rather grand entrance into the car show grounds. The directors placed us all together near the front of the show, where unfortunately the cars immediately drew a lot of attention. I say "unfortunately" because we had to pay to participate, and the entry fee included all-you-can-eat donuts and coffee. Because we were swarmed with curious onlookers, by the time the attention had died down somewhat, all the donuts were gone!

We all had a great time swapping stories, meeting up with several other current and former Pantera owners (including some PCNC members who were there with other cars), and at least a few would-be owners as well.

At the end of the day, Steve was called up to accept an award for the best engine among all the cars present, beating out a host of very worthwhile candidates. Well-done Steve!

And thanks to Scott for stepping up to put in all the work to stage the event, which was a resounding success!



Tom Leonard's Ford GT was certainly in good company beside Lori Drew's '71 Pantera, Larry Laino's '72 Pantera, Ron Southern's '73 Pantera L, and Steve DeMaderios's '72 Pantera, equipped with a 5.4-liter Ford Modular motor with 8-stack injection

Robertshaw Thermostats

Making The Best A Little Bit Worse....

Story by Mike Drew

Photos by Mike Drew, Garth Rodericks and Asa Jay Laughton

The Robertshaw 333-180 is the ultimate thermostat for the 351C—or at least it used to be. There has recently been an undocumented design change with the same part number, which might work okay in the short term but may well spell problems for owners in the future unless they are well aware of the design differences between all other 351C thermostats and this one.

The Cleveland thermostat is designed to block off most of the water from circulating around and around in the engine once it opens up (it is important to allow at least some water to bypass the radiator and circulate within the block, and all other Ford engines use a 5/16" bypass hose next to the thermostat to accomplish that). There is a "hat" which is pressed onto the end of the thermostat, and a disc pressed into the block with a radiused hole in it. When the engine is warm and the thermostat opens, the hat fills most of the hole, so most of the water goes forward to the radiator, and only a bit continues to circulate in the engine (which promotes even cooling and helps prevent hot and cold spots).

Looking at the photo above, you can clearly see the disc which is par-

tially blocked by the thermostat hat. The hole where the sender for the water temperature gauge goes is at lower left, facing forward. There is a cavity about an inch tall inside the block. Water fills this cavity and touches the temp sender at all times, so it always reads current *engine* water temp (which closely mirrors the actual engine temp, assuming no air in the system; after all, we don't care what the temperature is in the water bottle, or the radiator).

When the engine is cold, the thermostat is closed, the hole in the disc is uncovered, the water pipe above the thermostat is blocked off by the thermostat, and the water passes through



The unusual architecture of the 351C block is evident here, in this view looking at the top of the engine, facing rearwards. The water temperature sender threads in the forward-facing hole at the bottom left, and the disc is clearly labeled TOP to prevent improper installation

the hole to circulate through the engine.

When the thermostat (which faces upwards) is heated by the warming water, it opens, which does two things. It partially blocks the hole in the disc, and allows the water to flow upwards through the pipe and back to the top of the pressure bottle/swirl tank. Water then flows out the bottom of that tank, forward to the radiator, where it is cooled, then sucked rearwards by the water pump. There it is pressurized and forced into and through the engine, flowing from bottom to top, eventually winding up back where we started and the cycle repeats.

The Windsor thermostat protrusion is too small to effectively block the hole in the disc, so it allows too much water to circulate in the engine and bypass the radiator. Often a 351C with a Windsor thermostat will run sort of okay temperature-wise at freeway speeds, but invariably it will overheat at low speeds. All the radiator/fans in the world does



The original (and proper) 351C Robertshaw thermostat on the left, and the 351W unit sold as part of the new 351C 'kit' on the right

no good if the water never reaches it.

(One PCNC member spent thousands of dollars replacing already-terrific radiator and fans with a new radiator and seriously overkill fans, only to discover a Windsor thermostat installed during the course of the installation of the new and completely unneeded parts...DOH!)

Too, if the orifice is blocked off completely/permanently, water will not circulate at *all* until the water near the thermostat heats up enough to open it up—the water pump just churns away, cavitating). By that time there could be localized hot spots or steam pockets elsewhere in the engine, which can lead to blown head gaskets etc.

When the thermostat eventually opens in that case, the hot water goes forward and unadulterated cold water enters the engine from the completely cold radiator. WHAM! The block experiences thermal shock. The cold water will reach the thermostat and it will snap shut, then the water in the motor will heat up (too much) again, over and over until eventually equilibrium is reached.

You can mitigate this by at least drilling a hole in the device you use to block off the orifice, so that some water circulated through the engine at all times. But the real solution is to *respect* the designers who created the cooling system, by using a proper Cleveland thermostat and disc (and making sure the air is bled out of the system, or else all bets are off....)

Now, instead of supplying a thermo-

stat with the 351C ‘hat’ which partially blocks off the orifice in the center of a disc pressed into the block, instead Robertshaw is supplying a conventional Windsor thermostat (ordinarily bad news) along with a replacement disc with a smaller (and in fact, too small) orifice. In order to use this thermostat the stock disc needs to be removed from the block and replaced with this new one, which may prove to be an engine-out job since there is precious little room to accomplish this task with the engine in the car.

Assuming one goes that route, that then means that going forward only *non-Cleveland* thermostats can be used. If a proper 351C thermostat is subsequently installed after the block has been modified to accept this Windsor thermostat, it will be prevented from fully opening because the hat will strike the now-too-small disc.

With this new setup, when the thermostat opens it will fully block off the orifice. However, the engine is supposed to have at least some water circulating past the disc, with an area equivalent to that of a 5/16ths bypass hose as used in other Ford engines. (If you compare the size of the stock hat with the hole in the stock disc, you will see the hole is measurably larger).

If I was to use this new setup, I



This partially dismantled 351C thermostat clearly shows the relationship between the outside of the hat, and the hole in the center of the disc

would therefore be inclined to modify the disc, either by drilling bypass holes or (preferably) enlarging the center hole.

Too, the stock setup allows for some misalignment between thermostat and disc. If the thermostat wasn't perfectly centered, it would still have room to fully open. With this new deal, if things aren't perfectly aligned, it might not fully open, or worse, it might open and get stuck open, leading to very slow warmup problems.

Regardless of which path you choose to tread, make sure you pay attention to this important detail.

In the meantime, I am hoarding my one remaining good thermostat!



The new Robertshaw 333-180 thermostat is actually a Windsor 330-180, with a new disc included in the box



The hole in the disc is much smaller than stock and is completely blocked, which means that if the thermostat isn't perfectly centered it won't work

Capitol Panteras Christmas Party

PCNC is invited to Lunch on the Delta!

Saturday, December 7th, 1:00 p.m.

**Peter's Steakhouse
203 2nd Street
Isleton, CA 95641**

Website: peterssteakhouse.net

(Located on the main street of Isleton as you drive the scenic Delta River Rd, Hwy 160. Parking on the street, with limited parking behind the restaurant)

Lunch will be in the upstairs banquet hall

Cost for lunch will be \$36 each including tax & tip. All meal selections include baked potato, creamed corn, house salad, bread & butter, dessert & a soft drink, coffee or tea.

Menu items to choose from:

**8 oz. Prime rib (Peter is famous for his prime rib)
Specially seasoned and slow roasted. Served *au jus* with horseradish**

**8 oz. Chicken breast
Skinless, boneless, charbroiled. A light and healthy choice**

**8 oz. Salmon filet
Served charbroiled with lemon and a creamy dill sauce**

A vegetarian selection is available upon request

Dessert is a made-in-house bread pudding served warm with ice cream

There will be a gift exchange for those that choose to participate. The theme this year is Italian. (Anything Italian!)

**Please send menu choice and payment to
Sue Choate, 12721 Rimfire Dr. Wilton, CA 95693
PAYMENT DUE NO LATER THAN NOVEMBER 30TH, 2019**

2019 P C N C

● HOLIDAY BANQUET DINNER ●

AWARDS CEREMONY

Sign up for the Banquet on-line and pay with your credit card or Paypal account. Or if you wish, send your check for dinner reservations. Be sure to put your name(s) and meal choices on the memo line if you send a check. Dinner reservations must be received by **November 23rd**

WHEN: Saturday, December 14th. Reception, no-host bar, and entertainment begins at 6:00pm. Dinner is at 7:30pm.

WHERE: The Hilton Garden Inn, 2000 Bridgepointe Circle, San Mateo, CA 94404. 650-522-9000. Orchid Room - First floor, to the left of the reception when you enter.

PLATED DINNER CHOICES: Appetizers will be served prior to dinner, salad and dessert.

- **Chicken Florentine:** Spinach, Tomato, Mushroom, Bowtie Pasta. Served with White Wine Cream Sauce
- **Grilled Flank Steak:** Served with Garlic Demi-Glace, Roasted Potato
- **Grilled Mahi Mahi:** Rosemary Roasted Potato, Mango Salsa. Served with White Wine Cream Sauce

BANQUET PAYMENT: \$50 per person. Go to the following link on your computer: <https://2019pcnc.brownpapertickets.com/> The interface won't work from your phone. You will be charged \$53.49 per ticket which includes the service charge from the on-line processor. For those choosing PayPal, please note that the recipient of your payment will show as Lawrence Finch, PCNC Treasurer.

CHECK PAYMENT OPTION: For Members who wish to pay by check, make checks payable to P.C.N.C. Write the names of people in your party that you are paying for along with their dinner choices on the memo line. You may also attach a note. **Checks must be received by November 23rd.** Bring to the next PCNC meeting or Mail to: **Dennis Valdez – 3252 Charmat Court, San Jose, CA 95135**

OVERNIGHT LODGING: A limited number of discounted rooms are available - King (\$129) and Queen/Queen (\$149) plus applicable taxes. Buffet breakfast is included in the room price. Make reservations on-line at <https://tinyurl.com/PCNC2019-hotel> or by calling 1-877-STAY-HGI, be sure to mention the group code **PCNC19** to get the discounted rate. **Reservations must be secured by November 29,** to get the discounted rate. Questions? Call Dennis at 408-772-6685 or, valdezs1@yahoo.com



Lori Drew
136 Lighthouse Way
Vacaville, CA 95688



NEXT CLUB MEETING

NEW LOCATION THIS MONTH!

**THURSDAY, November 21st, 2019
7:30 P.M.**

**GIOVANNI'S PIZZERIA
1127 Lawrence Expressway, Sunnyvale**

UPCOMING CLUB EVENTS

November 21 ————— PCNC Pizza Party at Giovanni's Pizzeria

December 7 ————— Capitol Panteras Christmas Party (Sue Choate)

December 14 ————— **PCNC Christmas Party (Dennis and Liz Valdez)**

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH