

news

Volume 26

Issue 1

January 1999

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PCNC Plans for 1999

Since there was no PCNC meeting in December (other than the Christmas party), there are no meeting minutes to produce here. However, the incoming PCNC board will be holding their first meeting in January to discuss a wide-ranging agenda for 1999, including large events such as the Las Vegas Speed Trials and Monterey, smaller 'traditional' events such as our tech sessions and tours, and also new events.

If you've got an idea, please contact any of the officers listed above (note the new names/phone numbers/e-mail addresses of the new officers) and share it with them. Your inputs can go a long way towards making a great club even greater!

Minutes from the officer's meeting will be printed here next month.

Membership News

This Month's New Members:

Kris Hearn of San Jose. Kris was at the July tech session at the Sharps' and also at our August meeting at Coco's. At that time he was looking for just the right Pantera. Well, he must have found it, because he now owns Peter Beckham's white '73 which he just got last month. Welcome to the club, Kris; and if you're not doing anything special on Super Bowl Sunday bring it by Brian Barnard's place. See the flyer elsewhere in this newsletter for information on how to get there.

January Membership Anniversaries:

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

Philip Miller: six years

David Thomson: five years

Barry & Kimberlee Muller: three years **Steve & Linda Liebenow:** two years

Mike Chaba: one year

Marry Frey: one year

Arnold & Virginia Peterson: one year

New Membership Rosters Are Being Printed Now

If you find any errors or omissions in the new Membership Roster, please contact Russ Britschgi at 408/266-2055.

Annual Membership Report, December 31, 1998:

Number of memberships December 31, 1997:.....	104
Number of memberships received in 1998:.....	24
Number of memberships removed in 1998:.....	< 8 >

Number of memberships December 31, 1998:.....	120
	=====
Net Gain in memberships in 1998:.....	16
	=====

ANNUAL MAILING LIST STATUS REPORT, DECEMBER 31, 1998:

The total mailings at the end of 1998 were twenty-three more than at the end of 1997. If a mailing was made on December 31, 1998, of the total of one hundred fifty-three mailings of our newsletter one hundred twenty would be to members, fourteen to POCA Chapter Presidents (or assignees), six to paid subscribers, five would be sample copies to prospective members, four to suppliers (who have supported our Annual Christmas Raffle), three to others, and one to the POCA President.

Chuck Engles (POCA member from Oklahoma City, friend of Mike Drew -- but who isn't? -- and long time subscriber to this newsletter) found the time to run his Pantera in the Texas 1000, a four day T.S.D. rally of nearly 1,000 miles. Chuck was quoted in the January 4 issue of *Auto Week* as saying, "I thought it (a 1928 supercharged Bentley) would be just an old grandfather car, but it really gets up and goes. He passed us at 90." *Auto Week* gave the event a good writeup but not from the view of a Pantera entrant. Perhaps Chuck will write something for us or the POCA newsletter about it. In addition Texas 1000 could have been planned by Michael Fertitta -- it rained two out of the four days.

Cold Nights, Warm Friends, Great Food, Awards, & Prizes

By Russ Britschgi

*Isn't life wonderful,
Isn't life gay,
Isn't life the perfect thing,
for passing the time away.
Tom & Dick Smothers*

It seems that we are torn between the extremes of trying to rush from here to there so we can do everything, and a desire to stop from time to time and smell the roses.

The headline for this article, with the exception of listing the 1999 officers, just about sums up the PCNC year end Christmas Party, Awards Banquet and new officers' introduction. But let us savor the moment for awhile.

Once a year the men of PCNC yield to the will of the ladies and give up their blue jeans, tee-shirts and sneakers for something more formal; shirts, slacks, ties, and sports jackets -- or maybe a tux or two. This is a great sacrifice for a guy who would rather be changing a wheel bearing by the side of the road in a rain storm.

While neatness and fashion comes naturally to women, grease and slovenliness is part of the male nature. And thus here we are at Fontana's Italian Restaurant in Menlo Park on the night of December 4. Twenty-three lovely ladies looking as beautiful as ever and an equal number of men looking entirely useless if anyone

needed some help crawling under a car to tighten a leaky fuel fitting.

The Gathering:

Brian and Kathy Gentry made all the arrangements. We had a nice room all to ourselves which had a glass wall between us and the rest of the restaurant. This gave us a sense of privacy but did not feel as if we were shuttled off to some back room so we would not be seen by the regular customers. The food was well prepared and we had four choices of entrees.

The dinner was preceded by a time for socializing with hors d'oeuvres and drinks from the no-host bar. With a full agenda of presentations, awards were given out at various points during the meal.

Most Active Members:

Sharon Renshaw presented certificates of appreciation to Roxanne Feritta, Mike Drew and Michael Feritta for being the most active members during the past year. The selection is based on a system of points given for such things as writing articles for the newsletter, hosting of events and serving as officers. Well done, and aren't we lucky to have such people as these in PCNC.

Motor Sports Awards:

In the absence of Motor Sports Coordinator, Ed Kornegay, Russ Britschgi presented the Motor Sports Award for the person or persons who have exhibited "outstanding efforts to promote the performance image of the Pantera". This year the award was given to two members.

Larry Stock was one of the recipients. He provided a parts truck, a tow truck, and other forms of input and support to the Las Vegas Speed Trials. His infamous "Factory Support Truck" was also at the Silver State races.

The other Motor Sports recipient was Dennis Antenucci whose energy and enthusiasm stirred interest in the Silver State races.

Without Dennis's hard work, Larry's "Factory Support Truck" would have been relegated to its day job of hauling plastic between Mtn. View and Reno.

During this presentation others were mentioned for their 1998 motor sports efforts, such as Joel Gust (auto-cross & track), Erik Belter (drag racing), Charlie Puckett (track), Bud Green (track), and Shari Stock (allowing Larry to drive her Pantera at the Speed Trials and in the Silver State).

Event Awards:

Tony Harvey had twenty-three event awards to hand out and did so between mouthfuls of dinner. The secret here is cutting your food into small enough bites so you can just swallow it without taking the time for chewing. This technique can really speed things along.

There were really some great events this past year starting with the Super Bowl Party and ending with this Christmas Party. We had events from Thunder Hill to Las Vegas. We covered the Sierra from Highway 4 to Highway 70 as well as in the snow and in 100 degree plus heat. We all owe a big "THANK YOU" to all those who planned and hosted these events.

The Antonio Bondo Award:

Each year Jack DeRyke does his best to embarrass one of our chapter members by publicly reminding them of some mishap to their Pantera during the normal course of driving or ownership. Race track damage is exempt as this would be a Penkseisum: "an unfair advantage".

The award winner this year was Chuck Melton. You have to remember this is not an award that people actively seek out. As a matter of fact the real winners are those who manage to stay in the club for years and never get their names on this perpetual trophy.

Receiving the Bondo Award was not on Chuck's mind that afternoon when he took his Pantera

out for a drive up Highway 9 out of Saratoga. How was he to know that an errant motorcycle rider coming down the hill was going to bounce off a car parked on the side of the road and proceed directly toward his uphill bound Pantera?

Chuck was on the brakes. The rider was off his bike. The bike bounced over Chuck's head leaving only a couple of small black marks on the top side of the Pantera. The rider tried his luck at doing the same thing on the bottom side. It didn't work. As the car came to a stop the de-biked rider hit it and used his helmet as a wheel chock to bring the Pantera to a full stop.

The motorcyclist will ride again, but his new set of stainless steel pins will slow him down at airport metal detectors. Chuck's Pantera will be on the road again also when all the front end body and fender work gets done.

The President's Award:

Being president is not an easy job. It requires a lot of dedication and hard work. But one of the perks comes at the end of the year. The president gets to review all the people and activities during the past twelve months. It is a chance, without any confining rules dictating qualifications and without anyone or committee second guessing the decision, to select one person who is worthy of recognition for outstanding work, dedication, or actions during the past year.

Michael Fertitta took great pleasure in presenting the President's Award for 1998 to Roger Sharp for his outstanding efforts in "Keeping 'em Running". Roger has the feeling that a lot of Panteras are just sitting around because the owners think there are just too many little things that need attention to make them road worthy. Thus he has on several occasions made his driveway, garage, and tools available for fix-it-yourself repair sessions. Based on the old adage "with a little bit of help from your friends" these tech sessions have

been quite helpful in keeping our beautiful cars going. Well deserved, Roger!

The 1999 Officers:

This article could have opened with the headlines "CREGO WINS, CREGO WINS", but you wouldn't have bothered to read the rest of it. Yes, it's true. Dave Crego was elected to be the PCNC President for 1999. Congratulations Dave.

Also elected to serve as officers for 1999 were Mike Drew, Secretary; Anita Kuehne, Treasurer; and Russ Britschgi, Membership Coordinator. The Board of Directors will fill the office of Vice President, to be vacated by "V-P for life" Michael Fertitta, at its January meeting.

The appointed positions will be filled during the January Board meeting. The decisions of this meeting will be announced at the regularly scheduled January 28 general membership meeting.

The Raffle:

The evening was rounded out with another one of Raffle Master Larry Stock's year end raffles. During the year at the club's regular meetings, Larry collects money for prizes included here.

In addition to Larry's efforts many wonderful prizes were donated by some of the great Pantera specialty shops (Hall Pantera of Paramount, CA; Pantera Performance Center of Castle Rock, CO; and Pantera Parts Connection of Mtn. View, CA) as well as the PCNC Store, Mike Drew, The Perfect Copy, Borla Performance Industries, and Hemmings Motor News.

Please remember these vendors when you need the products they offer. They have generously supported this chapter, as well as POCA, in various ways throughout the years.

With almost fifty prizes listed and forty-six attendees, it was hard to

leave empty handed. When Larry's prizes were gone he gave away the table center pieces and poinsettias. He then turned to the pictures on the wall but thought better of it.

Some of the big winners were: Steve Anderson who got Mike Drew's collection of Beers of the World. It looks as if Jim Kuehne is going to be spending a lot of time working on Steve's Pantera during the next year. Forest Goodhart took home a complete set of window gears from the Pantera Parts Connection. Chuck Melton received a \$100 gift certificate from Hall Pantera. Shari Stock gained the boom box CD player from the PCNC raffle fund. Jim Kuehne acquired a \$75 certificate from the Pantera Performance Center. Diane Dean picked up a 7/8" rear sway bar from the Pantera Parts Connection. And finally Larry Stock pocketed a discount certificate from Borla for one of their S.S. exhaust systems.

The list goes on and on, and we all owe a great deal of thanks to all the raffle contributors.

The Closing:

The event ended just about where we started. The ladies were still looking lovely and the guys were still looking useless if it came to a little car trouble. But Kathy and Brian had that covered. For under the tree was a gift for everyone: a tin of hand cleaner for the men and a little snowman candle for the ladies. Kind of a highway emergency kit. A little hand cleaner for use after the repairs are made and a little light for seeing what you are working on. However, it is not recommended that one uses the candle when making that repair to the leaky fuel line.

Also it was hoped that Michael DeRyke would not be stopped by the police on the way home. No, Michael was not drunk. He was wearing a pair of special Halloween contact lenses. If you looked at his eyes, you were in for a shock. If he was stopped at a sobriety checkpoint, they would have him still blowing up balloons today. ■



Restoring Campagnolos The *Right* Way

by Mike Drew and Jack DeRyke

The Pantera was delivered wearing Campagnolo wheels cast in exotic magnesium alloy. Campagnolo is a very old company in Italy, and the methods they used were the tried-and-true types right out of the dawn of the Industrial Revolution. Thus, our magnesium wheels were cast in molds hand-carved from mahogany!

Naturally, wooden molds, however hard, could only withstand a limited number of times that molten metal could be poured into them before sharp details were blurred. Eventually, these details were lost, and casting quality began to drop off as well so the mold would be scrapped. This short life of the wheel molds may in fact be the reason there are at least four separate models of Pantera wheels that are known to have been shipped at various times during the life of the DeTomaso/Ford joint project in the '70's.

In the meantime, Campagnolo as a company was going through changes. The light-alloy bicycle accessory business was spun off in the '70's, the wheel company was sold repeatedly (but kept its name the first two times), and new management were brought in after the company was finally taken over by Technomagnesio (one of Campagnolo's chief rivals in the alloy-wheel business).

Finally, the magnesium wheels made late in the Pantera

project were pressure-die-cast. This method is where the molten metal is literally pumped into steel dies under relatively high pressure. The metallic dies are much more expensive than the old mahogany ones, but they also last much longer, quality is higher and the higher pressure during the metal solidification results in a denser casting with fewer, smaller pore areas. Intu-

itively one would expect that the very late Campy wheels are stronger for these reasons.

Magnesium, the lightest structural metal known, has one desirable and several not-so-desirable attributes. On the plus side, it is only 65% as heavy as aluminum while having as much strength as the better aluminum casting alloys, meaning it can be heat-treated and welded like aluminum.

On the debit side, magnesium is a 'reactive' metal: when magnesium contacts plain water or even moisture in the air, a chemical reaction occurs that results in the outgassing of hydrogen gas from the water molecule; the leftover oxygen combines with magnesium to produce the familiar white mag-oxide powder. If left exposed, Campy wheels will literally dissolve into powder!

At 650 degrees Centigrade, magnesium burns in

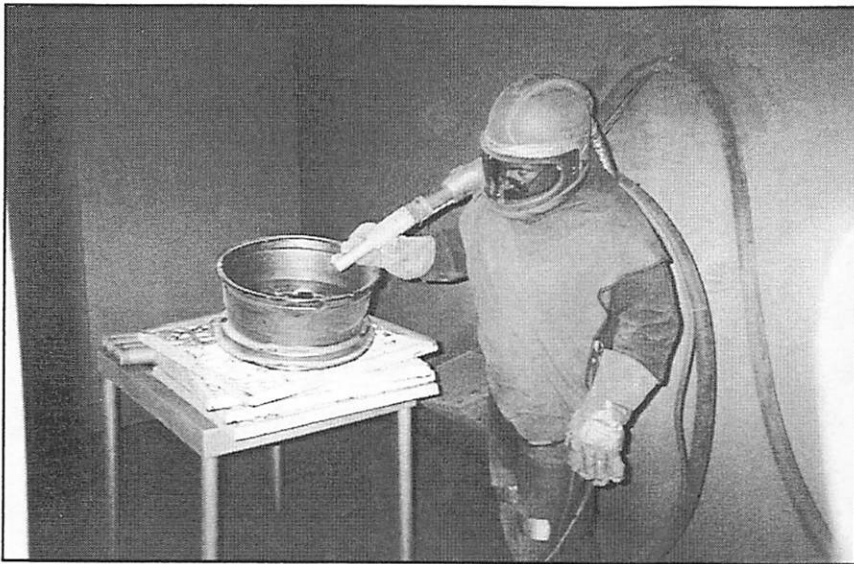
air at such high temperatures that most substances in contact with it melt or burn as well. Large chunks are difficult to catch on fire but grindings or shavings should be treated like gunpowder—and definitely kept dry! Fine mag metal powder will react hydrogen gas off so quickly, the gas spontaneously lights off, catching the rest of the metal on fire. Naturally, pouring water on a mag fire will result in a hydrogen explosion (remember the Hindenburg?) and



You can't run ugly, corroded wheels like this on your freshly painted Pantera! Fortunately, with some effort these wheels can be made literally better than new!

even more fire! Sand or dry-chemical extinguishers are the only hope for stopping a magnesium fire. In fact, it may be best to simply stand back and let it burn itself out....

Magnesium alloys have the property of age-hardening—that is, a mag casting will get harder and progressively more brittle as it gets older, regardless of its



Step One is to media-blast the old paint and corrosion from the wheel. Soft media is used to prevent "sandblasting" the magnesium

use or storage. Magnesium expands some 2-1/2 times as much as aluminum when heated. This means that for best results, the casting must be physically restrained—bolted down—before heating or it will literally 'crawl away' from the welding torch!

And due to its very light density, magnesium castings, especially open-mold castings, tend to be porous, or at least have very large crystalline areas. All wheels flex and bend slightly in use. Magnesium flexes too, but the flex-energy is not dissipated 100%. Instead, stresses build up inside the castings, eventually concentrating at an imperfection such as a casting pore or a crystal grain. Such an area will eventually separate and connect with another pore or weak spot. A few more cycles of this and you have a crack growing in the casting, with the accumulated stresses concentrating at the point-ends of the crack. This process works exactly like a micro pry-bar!

Detecting cracks in mag castings cannot be done by conventional magneflux: magnesium is totally non-magnetic. So a fluorescent dye called Zyglow is dissolved in a very thin solvent like petroleum ether. The casting is dipped in the solvent, left for a few moments, then wiped off. A spray cleaner is used to further clean the casting. Any cracks or deep pores will retain some of the dye, however. Illuminating the casting with near-ultraviolet light will show up any retained dye.

Porous, rough castings like our wheels require someone talented in the art of interpreting florescent patterns that show up. The layman could look at a perfectly good cast-mag wheel glowing in numerous areas and be afraid to mount a tire on it! X-ray casting checks can also be done but are even more expensive, require more highly trained opera-

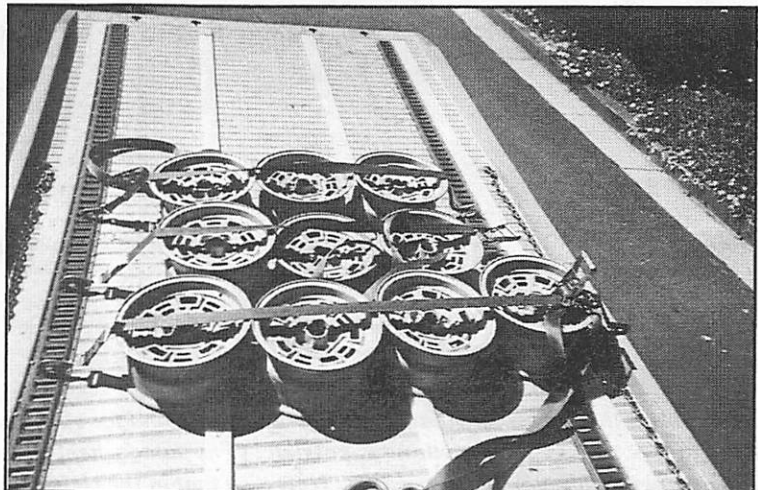
tors to evaluate the film records and are sometimes inconclusive, requiring a dye-check to be sure!

Cracked magnesium castings should only be welded after stop-drilling both ends of a detected crack. This is a technique whereby the crack is outlined and a small hole drilled through the casting just in front of each end of the crack, not in the crack itself. This is so when welding or grinding heat is applied, any growth of the crack will expand into the drill-hole rather than continuing to tear the base metal apart at the front of the crack. Then, the entire cracked area is V-ground away to prevent the crack from progressing sideways, and to provide clean metal to weld on. The V-

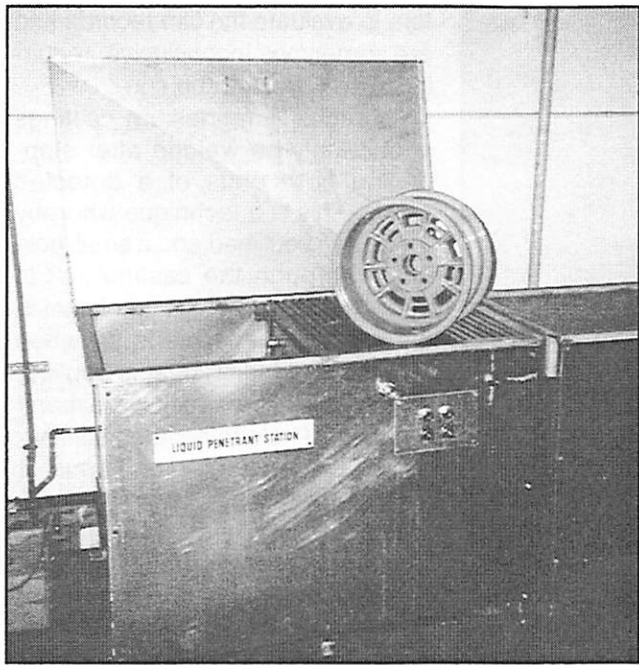
groove is also necessary since vertical cracks in thicker sections don't weld very well.

Remember the cautions regarding the dangers of accumulations of grinding or drilling chips from magnesium repairs! Magnesium welding is best done only by an expert, with lots of experience and understanding of the nuances of magnesium welding. The incautious can very easily start a fire that will literally consume everything in its reach—including your house, garage and Pantera!

And surprisingly enough, the act of welding or grinding a casting induces even more stresses, so the repaired casting must be stress-annealed. This literally bakes out the accumulated stresses or any additional ones from the repairs, as well as eliminating the age- and stress-related work-hardening that may have turned the wheel brittle and fragile. The annealing process results in a like-new wheel that has many more years of safe driving left.



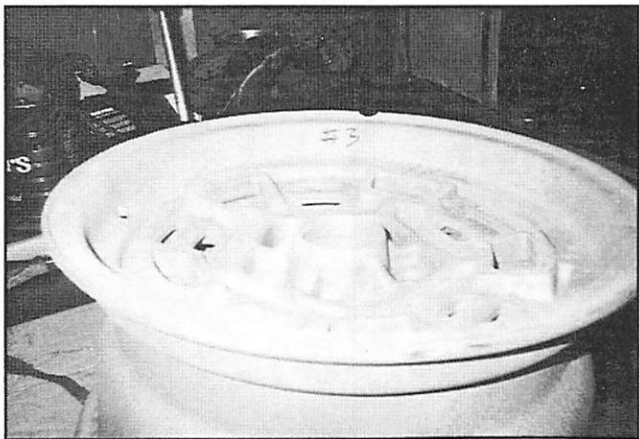
The newly blasted wheels are now ready to be transported to the next specialist, where they will be inspected for structural integrity



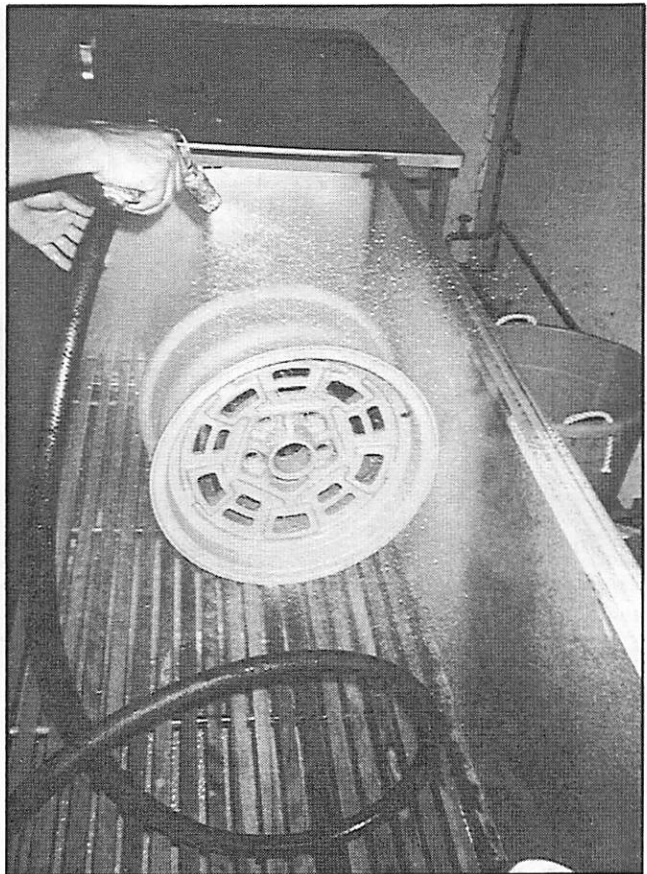
The wheels are individually soaked in Zyglow, a liquid penetrant that will seep into the tiniest crack or imperfection

This process is so important that the Federal Aviation Administration requires that magnesium aircraft wheels be annealed each time the tire is changed!

Fortunately, the annealing temperature (recommended by aerospace users of magnesium) is only 350-375 degrees Fahrenheit. The piece is put into an oven, heated to 350-375 degrees, held for an hour or so, then very slowly cooled to room temperature—the slower the better! Ideally, the heavily insulated oven is simply turned off and left closed until the next morning. If the oven cannot be turned off, wrap the hot casting in thick blankets and leave it undisturbed for at least several hours. Note—this will discolor any silver finishes painted onto the wheels. Do the decorative painting last!



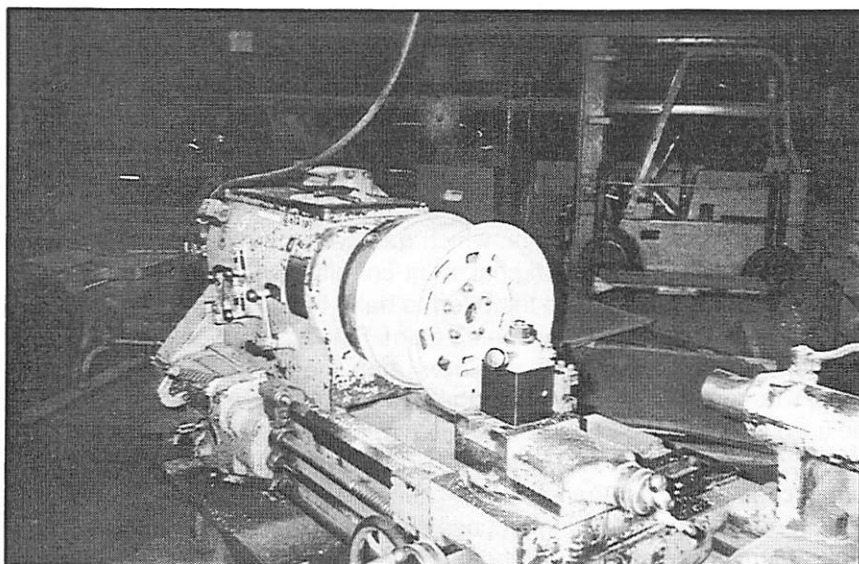
The wheel on the left displays damage on both the near and far side lips. Ordinarily this wheel would be junk, but in the hands of a NASA welder, anything is possible! The same wheel is shown on the right, with both 'wounds' healed by filling them in with molten magnesium. Note also that in the right photo, the backside bead has been welded on the left edge of the wheel. It is very common for Campy wheels to develop pitting here, as water is trapped between the tire and the wheel. By filling the pits and then machining away the excess metal, the strength of the wheel is assured



The wheels are then rinsed off; any Zyglow that remains will point to a potential fault in the wheel. Once they are dry, they will be inspected in a darkroom under ultraviolet light, and a professional metallurgist will mark each perfection and make a determination as to the wheel's overall condition. Minor problems can be fixed, but a seriously damaged wheel will be condemned and discarded

After the wheel is cast or weld-repaired, if it is to be painted it must first be protected from moisture in the air by painting it with a zinc chromate solution. The





After the wheel is securely bolted to the lathe, sophisticated cutting tools are used to restore its original dimensions. Depending on the amount of welding that had been performed, this process could take as long as two hours!

zinc chromate reacts with the magnesium to produce a barrier layer that tends to be self-healing to small scratches—the zinc chromate literally spreads across the scratch, again protecting the underlying metal; not as well as a full-thickness coating, but at least there is some protection! Zinc chromate is widely used in the aviation industry, and should be available at better paint stores, as well as at any municipal airport repair facility.

Bare wheels that are simply painted with conventional primers and paint may trap moisture between the wheel and paint, resulting in corrosion under the paint, which eventually shows up in the form of bubbles in the paint.



Each wheel is sprayed with powder paint, then wheeled into a giant oven where the finish is baked on and the wheel is annealed again (all the wheels were treated at the same time; these photos were taken merely to illustrate the process)

In recent years, it has become very fashionable to powdercoat (or powderpaint) wheels rather than painting them. The resultant finish can be superior to paint, but only if the wheel is correctly prepared. Some people simply strip the old paint and then apply a coating of powderpaint, without actually repairing any damage to the surface, or checking the structural integrity of the wheel. When powderpainted in this fashion, often the wheel will out-gas during the painting process, leading to bubbles in the finish.

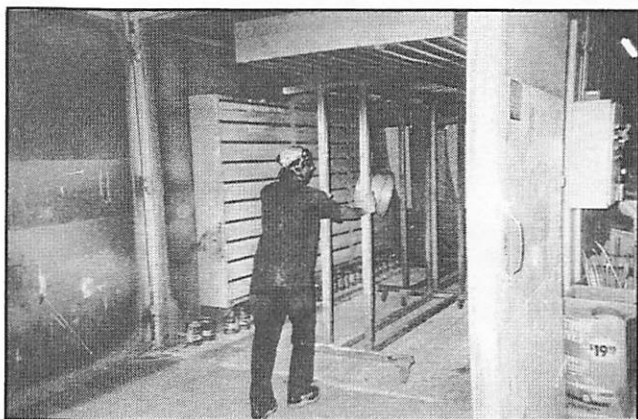
Larry Stock of the Pantera Parts Connection found himself with a collection of Campy wheels from various sources, some of dubious ancestry (including Mike Drew's old wheels!) Even though modern 17"

wheels and tires are all the rage right now, he has found there are a select group of individuals who are looking for the best possible original factory wheels, and he set about taking these cast-offs and bringing them up to better-than-new specification.

The wheels were first carefully bead-blasted to remove all the old paint and underlying zinc chromate. The blasting process also removed any oxidation which might have accumulated. Afterwards, the wheels were annealed at 375 degrees in a large oven, which was allowed to slowly cool overnight.

From there, the wheels were hauled to a sophisticated testing facility used by NASA and Lockheed Aerospace. The wheels were dipped in a liquid penetrant (Zyglow), then rinsed off and evaluated for possible cracks and imperfections. Any such imperfections were clearly marked, and one wheel was condemned and ultimately discarded.

Once the faults were identified, the wheels were then transported to a NASA welder who carefully



welded up damaged areas of the wheels. While none of the wheels exhibited any significant cracks, several had large hunks missing from the lip of the rim. These were caused by the fitment of conventional wheel weights.

Clamp-on wheel weights will often crack the paint underneath, which allows water to become trapped between the weight and the wheel. The oxidation process then begins in earnest, and the magnesium underneath the wheel weight slowly turns to powder. Tire-shop monkeys who traditionally remove old weights by hitting them with a hammer as often as not remove the lip of the wheel as well! For these reasons, whenever possible stick-on wheel weights should be used instead of clamp-on weights.

The welder went out of his way to put excess material back into the wheels, so now they needed to be brought back into spec. But before any machining would take place, they were returned to the oven and annealed again, to restore whatever strength might have been compromised by the application of high heat in only one area of the wheel.

Larry then took them to his fully-equipped machine shop. A rear axle/brake disc/stud assembly was inserted into a large lathe, and the wheels were bolted to the axle. Then sophisticated cutting tools were used to carefully remove the excess material and restore the original contours of the wheel. The average wheel required a full hour of machining in this fashion.

Of course, machining introduces its own heat factors, so back into the oven they went! After annealing, the wheels were again media-blasted to remove any slight oxidation that might have set in during the time the wheels were undergoing the restoration process, and were thus exposed to the atmosphere.

Next, the powderpainters sprayed on silver powderpaint, which had been carefully color-matched with an original, mint-condition factory painted wheel. Back into the oven to bake the silver paint on, and anneal the wheels again! Finally, a protective clear-coat was powderpainted atop the silver, then the wheels went back into the oven for the final time.

The resulting wheels are absolutely flawless, exquisitely beautiful, and literally much better and stronger than new. Because they had been run through the annealing process several times before any finish was applied, all the outgassing that might have ruined the finish had already taken place. Racers who run at elevated speeds or concours contestants intent on taking home a trophy should seriously consider the benefits associated with this comprehensive restoration.

The entire process was extremely labor-intensive and took almost six weeks to accomplish. Larry now has several full sets of early-style (Pre-L) wheels and a few L-model wheels in stock, which he'll sell for \$325 each with the exchange of your old wheels. Alternately, he can have your existing wheels fully reconditioned for \$325 each.



Superbowl Party

Where: At the home of Brian Bernard
13337 Pierce Road, Saratoga
(408) 867-3000

When: Sunday, January 31, 1999, 11:00 am til ???

Bring: Your own meat to BBQ, drinks, buns (?), a side dish to share and a couple of bucks for miscellaneous expenses.

The BBQ will start at 2:00 pm.

Directions (scenic or direct):

The Scenic Route:

- 1) Find your way to the Saratoga Village (Actually the central business district of the City of Saratoga).
- 2) Proceed west on Big Basin Way (Hwy. 9) towards Boulder Creek and Santa Cruz.
- 3a) Turn right onto Toll Gate Road and proceed 0.5 miles to the top of the hill where the road name changes to Saratoga Heights. Proceed another 0.4 miles to Pierce Road. Turn right onto Pierce Road.

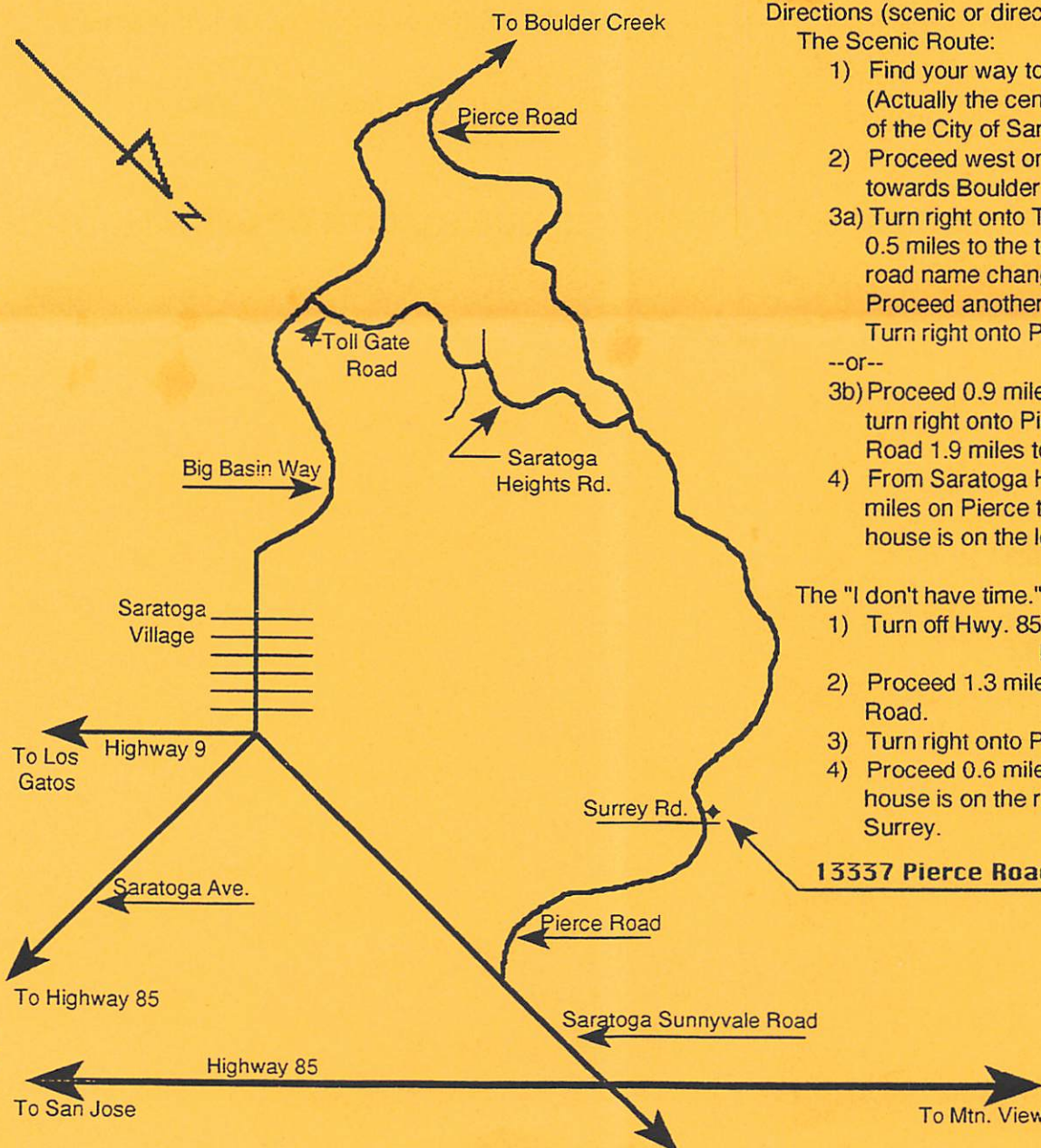
--or--

- 3b) Proceed 0.9 miles past Toll Gate Road and turn right onto Pierce Road. Follow Pierce Road 1.9 miles to Saratoga Heights Road.
- 4) From Saratoga Heights Road proceed 1.3 miles on Pierce to Surrey Road. Brian's house is on the left side of Pierce at Surrey.

The "I don't have time." Direct Route:

- 1) Turn off Hwy. 85 onto Saratoga Sunnyvale Road towards Saratoga.
- 2) Proceed 1.3 miles to stop signal at Pierce Road.
- 3) Turn right onto Pierce.
- 4) Proceed 0.6 miles to Surrey Road. Brian's house is on the right side of Pierce at Surrey.

13337 Pierce Road



NEXT CLUB MEETING

THURSDAY, January 28, 1999
8:00 P.M.

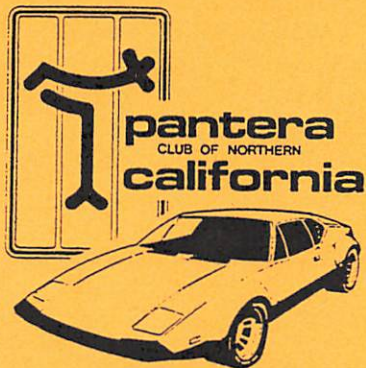
COCO'S RESTAURANT
1209 OAKMEAD PARKWAY
SUNNYVALE, CA
(Take Lawrence Expressway South Exit off Highway 101)

UPCOMING CLUB EVENTS

January 31 ————— PCNC Superbowl Party (Brian Bernard)

Date TBA ————— Pre-Vegas Tech Session #1 (Roger Sharp)

REMINDER — NEWSLETTER ARTICLES DUE BY 15TH OF EACH MONTH



Capt. Mike Drew
136 Lighthouse Way
Vacaville, CA 95688

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