



news

A Chapter of POCA

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Minutes of Meeting 29 July, 2021

The meeting was called to order at 7:33. All officers were present except for Larry Finch, Denny Morse, and Bob Benson. There were 21 people present in the room, plus three more attending virtually via Zoom. Tech problems prevented us from being able to hear the zoomers, because the sound was broadcast through the tiny speakers of the laptop instead of the TV. We hope to get those resolved for next month.

New Members/Guests: We once again welcomed **Jill Dodsworth**, a longtime friend of Marcus and Irene Smith who often attends the meetings with them when they come down from their mountaintop lair.

Changes To Last Month's Minutes: The photo of the three Panteras in the Breakfast Club

Rally article referenced grandpa (and former owner) Ron Demaderios, rather than the current owner, son Steve. Also, Matt Kelleher's 911 was misidentified as being a Targa when in fact it's a cabriolet.

Club Store Report: Marcus and Irene had various items from the club store on display and available for sale. They are working on getting Monterey garb to distribute to those who attend the Los Laureles event. Steve Dalcino and Brent Stewart have come up with a new logo to be affixed to baseball caps; stay tuned for that.

Club Treasury Report: Larry reported (remotely) that the treasury is still healthy. He has a substantial pile of Los Laureles money which he will be turning over to the hotel next week.

Club Membership Report: Brent had nothing new to report.

Club Website Report: There has been zero forward progress here. The framework for the new website is built, and there has been some experimental population of certain areas with notional content, but collectively we just haven't gotten our act together yet. Garth Rodericks was going to do some stuff, so he was called out by name in the hopes that putting it in the newsletter minutes would make it official! We hope to have something going by next year.

Club Motorsports Report: Checkered Flag Racing is having a Thunderhill track day on 13 September which is woefully undersubscribed. This means oodles of free space on track. At least one club member plans to participate. If you ever had a hankering to drive your Pantera on track, this is definitely the place and time to do it!

Club Library Report: It turns out the list of contents of the club library has been hiding in plain sight on the club website. Simply select "E – Technical Assistance" and the contents will be revealed. Contact Forest to arrange to borrow anything you see there.

Past Events:

PCNC Pizza Party: The club pizza party (which was covered at length in last month's newsletter) didn't have as much participation as last year's, but it was still a good turnout and everyone had a great time. The restaurant has a very casual attitude, where fast and firm prior arrangements don't really mean much (a stereotypically Italian attitude!), but they did a fantastic job once we were there, the service was great, and the food was terrific (also stereotypically Italian characteristics!)

Ron Southern suggested having future parties on a Sunday instead of a Saturday, because some people (for that, read "Ron Southern") have to work on Saturdays. The idea does have merit and consideration will certainly be given to shifting events around to different weekend days (all two of them) from time to time.

Mt. Hamilton Tour — 4 September: Mark is trying to get numbers to know how many people to expect. He plans to do a trial run and try to find a place for us to eat. We have a reservation at the observatory for a personalized tour, and they will provide parking for us. An E-blast will go out seeking RSVP so he can make appropriate lunch reservations.

North Bay Tech Session — 11-12 September: Paul Fahndrick recently hauled his Pantera up from Southern California and established in Tom Leonard's expansive workshop in Glen El-

len (just north of Sonoma). They are proposing having a 1.5-day-long tech session, which would commence immediately after the Breakfast Club Rally on the Saturday afternoon, and then continue all day Sunday. Tom is proposing having tech gatherings at his place perhaps on a quarterly basis. He has a huge workshop, lots of parking, and promises good food and wine!



While the primary focus of this month's event would be getting Paul's Pantera moving again, of course other jobs on other cars could be attended to at the same time. See the flyer elsewhere in this newsletter.

It's worth noting that Glen Ellen has a terrific day spa, so if one was of a mind, one could promise one's significant other "A weekend getaway in Sonoma" that starts with the BCR rally, and ends with half the couple up to their elbows in grease while the other half basks in luxury at the nearby spa.....

VMOA Car Show — 11 September: PCNC member Tom Hasenberg organizes the annual car show of the Vintage Mustang Owners Association and Nor-Cal Shelby Club, and creates a special Pantera class just for us. See the flyer elsewhere in this newsletter.

Cars and Crush — Mid-September TBA?: Mark and Linda Bailey traditionally host a car gathering/wine grape picking/crushing/drinking party in the fall. The grapes set the agenda, but it is anticipated that they will be ready for picking sometime in mid-September?

Ironstone Concours Weekend — 24-26 September: The Ironstone weekend is on once again! The multi-page event can be found elsewhere in this newsletter. The Murphys Suites is the PCNC event hotel. Call now to make your reservations, as they always fill up. You can always cancel up to 24 hours prior to the weekend with no penalties. The rooms are \$208 per night.

We are planning on having a dinner on Friday night at Grounds restaurant, and may have a Saturday dinner there as well. They are not taking reservations now due to Covid but will likely be allowing reservations by the time the weekend arrives.

All-Italian Car Show In Alameda — 3 October: This fantastic show is moving to a new location this year. It will be held at the Atlantic Soccer Field on 2040 Main Street in Alameda. All Italian vehicles are welcome — Alfa Romeo, Lancia, Ferrari, Maserati, Fiat, Ducati, Moto Guzzi, Vespa, and yes, De Tomaso! Cars will be displayed on the green and motorcycles will have a designated location on pavement. T-shirts will be available and lunch will be served by Speedi Panini. This year they have simplified the event to make less work for the many volunteers. They want everyone to have a great and relaxed time, so there is no judging, no classes, just great fun with Italian cars, motorcycles and friends. See the flyer elsewhere in this newsletter.

Cobra Experience Tour — 23 October: Lou Brizzolara had originally set up a tour of the Cobra Experience museum in Martinez for 2020, but Covid put paid to all of that. Now that the

state is opened up again, he has re-engaged and selected a date that works for everyone. The museum boasts one of the finest collections of Cobras, Shelby Mustangs, and GT40s in the world. We will be afforded a private tour of the facility, which will include a lunch. The cost will be only \$15 per person. See the flyer elsewhere in this newsletter.

Safeway Car Show — 4 November: Unfortunately the managers at the Safeway where Brett works have decided they do not want to host a car show on their property for liability reasons, so this show will have to be cancelled.

Dyno Day: Mark is struggling to garner interest in a dyno day to be held at Speed Element in San Jose. Unfortunately the owner of the shop insists that it has to be held on a weekday, which is problematic for many/most people.

Club Business:

Driving For Dinner Raffle?: When the Driving For Dinner program was initiated, it was seen as an incentive for people to drive their Panteras to the club meeting. Each month, one lucky winner would be chosen from among those who brought their De Tomasos cars to the meeting and the club would pick up their dinner tab. The treasury started to go down and it was changed to a \$10 cash payment. Subsequently, the prize turned into a free raffle ticket for each member who brings a De Tomaso car. Ron Southern noted that we have a happy problem with our treasury (too much money in it) and proposed returning to the original convention, whereby one winner would be chosen each month among those who drove their De Tomaso cars, and their dinner tab would be picked up by the club. There was no formal vote on the matter, but the board will discuss it and act accordingly.

Buy/Sell/Swap:

Seat Tracks Needed: Lou Brizzolara is looking for some 17 1/2-inch Pantera seat tracks (early and late Panteras used different tracks with different lengths). It turns out Steve Liebenow has all of them—he had been buying used seat tracks left and right in an attempt to get four matching good ones. Erik Kolstoe also said he might have some.

351C Bits: Steve Liebenow managed to scrounge a good, serviceable two-bolt-main 351C block, and iron 2V heads (which are good as parking lot stops but little else!)

News, Clues and Rumors:

Mark McWhinney Update: Longtime but rarely seen PCNC member (and former POCA president) Mark McWhinney sent an update on his condition to a few club members. He has been battling Stage 4 colon and liver cancer for a couple of years, which kill 94% of those who get it. Chemo was difficult, and then being locked down for a full year due to Covid added to the unpleasantness. He then added, “Just for fun, I picked up Covid Delta last week. It was a couple of tough days at the hospital, but home now recovering”. Despite his formidable health challenges, he continues to possess his tremendous sense of humor, and is facing his condition with uncommon grace and dignity. His 1971 Pantera #1512 has been derelict on a lift in Bob Benson’s shop for a number of years, and he is now actively entertaining the notion of selling it, as he feels he will never get around to repairing it and driving it again.

Weird Valve Covers: Andrew Duafala showed off some very strange-looking valve covers he picked up, featuring a valve spring oiling system, common 20 years ago in endurance racing and NASCAR motors but pointless in a street-driven Pantera?



Bye-Bye FL1-HP: Ford's Motorcraft FL1-HP is a heavy-duty version of their standard FL1 oil filter. It is notably heavier, due to thicker wall construction, and can withstand much higher burst pressures. Sadly, it appears to have been yet another Covid casualty, as by all indications it has been discontinued. Arguably the best filter available for the wide array of Ford V8s, those few that remain in circulation are now selling for upwards of \$50-75 each. The standard Motorcraft FL1, or the Wix 51515 are probably the next best things.

Brian Bernard MIA: As of the meeting, nobody has successfully contacted Brian Bernard; his whereabouts and condition remain completely unknown. If anybody is able to contact him, please let him know that the members of the club are quite concerned about him. He had an interesting collection of cars at his Saratoga home including a Ferrari Testarossa and Amerisport Pantera GT5-S; the Pantera has been sitting outside under a leaking car cover for years, and the interior is completely destroyed. The car will need a complete restoration.

Mark Bailey Vector Documentary: In a previous life, PCNC president Mark Bailey ran the Vector Aeromotive company, the brainchild of eccentric engineer/entrepreneur Jerry Weigert. Together they brought the Vector W8 to market, one of the most audacious supercars of the 1980s. The first car was delivered in 1989-90, and had been paid for in full five years earlier. The first car cost \$60K, but then Weigert announced the new sales price would be \$750k, which tanked sales and destroyed the company. A fellow is filming a documentary about the company, and Mark went to Los Angeles for a five-hour interview and employee reunion. No word on when it will be completed and released for public consumption.

Linda Bailey Recovering Nicely: Mark also mentioned that Linda is recovering well from her surgeries stemming from her recent battle with breast cancer, and we should see her in Monterey.

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

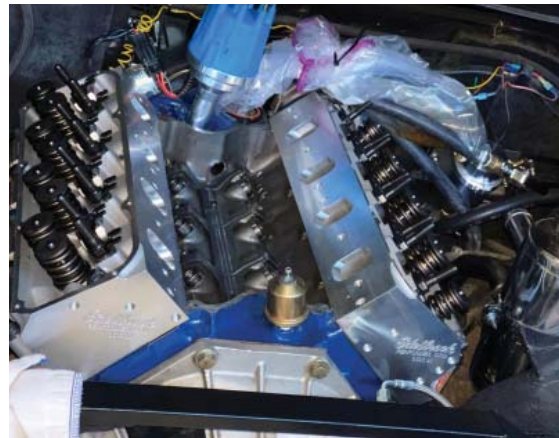
3-pack Mark Wine—Lou Brizzolara
Microfiber towels—Ron Southern
Metric 1/4 socket set—Andrew Duafala
De Tomaso patches—Ron Southern
HF compressor drain kit—Mark Bailey
USB car charger—Marcus Smith
PCNC T-shirt—Lori Drew
Hat w/yellow Pantera—Ron Southern
Motorcraft oil filter—Erik Kolstoe

The meeting was adjourned to the parking lot at 8:40.

Membership News

New Members for August:

We are pleased to welcome **John Mardesich** from San Rafael. John just purchased his '73 Pantera L #5423 after it received a beautiful repaint in the original white, and has been enjoying and driving it almost every day ever since. The previous owner was Chris Hansmeyer, also from Corte Madera, whose father bought it in 1977. The engine was freshly rebuilt, badly! The engine builder installed a head gasket backwards (!) leading to chronic overheating. John has since torn the top end off, and after consulting with noted 351C guru Dan Jones, has fitted new aluminum heads and intake. And yes, he got the head gaskets pointed the right direction! He said, "I'm really excited to join the Pantera club, really seems like an excellent group of folks!" How right he is....



August Membership Anniversaries:

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

Jack DeRyke: 41 years
Jim and Anita Kuehne: 32 years
John Cho: 11 years
Denny and Bonita Morse: 10 years
Dennis and Liz Valdez: 7 years
William Wheeler: 5 years
Shawn Conway: 2 year

Forest and Judy Goodhart: 33 years
Tom Galli: 21 years
Corey Price: 10 years
Walter Miranda: 7 years
David and Pam Lindsay: 6 years
Ken Bredlau: 4 years
Paul Fahndrick: 2 years

Sadly, the following members have allowed their membership to lapse: Kenn and Anna Roberts (Kenn unfortunately passed away last year), Don and Amanda Lee, David Klieman, and Scott Herbert.

Pantera

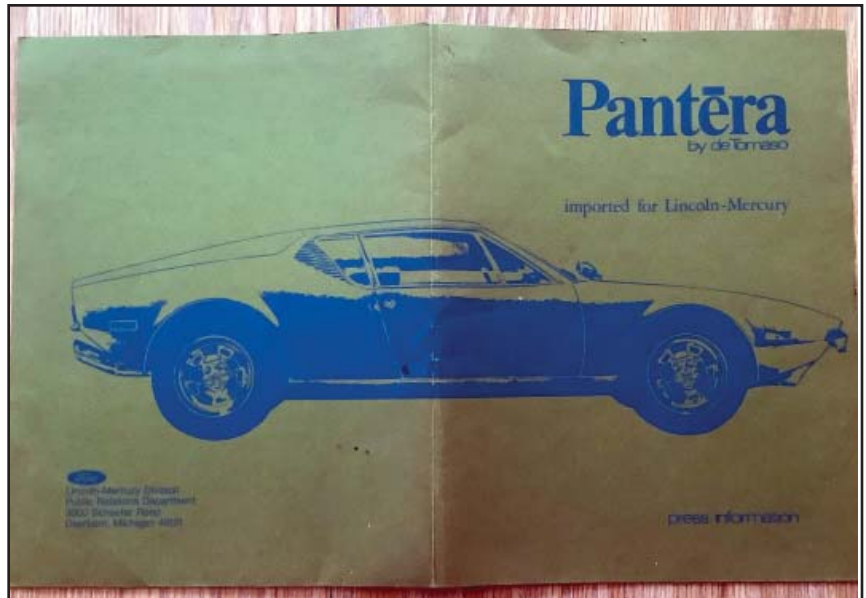
Coming To A Dealer Near You!

Story and Photos by Mike Drew

There are occasions where having a tiny bit of celebrity in the Pantera world pays big dividends, and I was recently reminded of this when I received an e-mail out of the blue from a BMW club member in Greer, South Carolina. Apparently a small automobile museum out there had closed its doors, and this fellow was seeking to liquidate its inventory. Although he could have turned to Ebay or Craigslist, he was more public-spirited, and determined that items in the museum's collection should instead be given to enthusiasts who would appreciate them.

Without knowing who I was, or where I lived, somehow he came up with my name, and he contacted me to inform me that the museum had an original press information folder on the Pantera, announcing its impending availability in the San Francisco market, and he summarily sent it to me.

It's interesting to see what automotive publicity looked like when there was no social media, only *media*. The two-pocket folder was decorated with a side drawing of the car, and contained a number of items. On one side was the first color four-page sales brochure, featuring Rick McBride's famous photos of the yellow preproduction prototype amongst ancient Roman statuary. (This car has a number of unique features including three-slot wheels, different front bumpers, and a decklid that is hinged at the rear). The other side contained a number of press releases, including the primary one which announced the Pantera, a secondary one that described the relationship between Ghia and Ford, a specifications sheet, and a sheet listing all the dealers that would be authorized to distribute the Pantera in the San Francisco Bay Area. Also included were a pair of 8x10 black-and-white studio photos, one of the prototype Pantera and the other of an early production car.



The press package came in an olive green two-pocket folder emblazoned with a side view of the car, and the early depiction of the car's name, featuring an accent over the 'e'. It didn't take Ford very long to do away with the foofy spelling

Each of the photos had an 8 1/2 x 11 sheet where the top half was glued to the back of the photo, and the bottom half contained a caption; it was then folded in half to cover the photo.

The condition of the pages in this kit is almost indescribable. The two main releases are multiple pages, stapled in the upper left corners. The paper bears no marks of folding; it's entirely possible that I am the very first person to ever read them!

I presume these kits were to be distributed to local media outlets, which at the time consisted of newspapers, and likely not much else. I can't imagine very many of these San Francisco-specific kits were ever produced. Ford's intent, of course, was for the local newspapers to extract the information from the press releases and use it to generate their own articles, accompanied by the studio photos, in order to whet local appetite for what was promised to be one of the

most exciting cars ever introduced for public sale.

The main release is marked FOR RELEASE, THURSDAY, JULY 22, 1971, and reads thusly:

SAN FRANCISCO, July 22 — The de Tomaso Pantera luxury sports car from Italy will be introduced in the San Francisco Bay Area Friday (July 23) at selected Lincoln-Mercury dealerships, a Ford Motor Company executive said here today.

Ray A. Geddes, Executive Vice President, deTomaso, Inc., said that the suggested retail price of the Pantera will be \$9,000.

Availability of the Pantera will be limited initially. In addition to the Bay area, the car is being

sold in the New York and Southern California areas.

"We expect the supply of Panteras to improve in a few months and then we will begin franchising dealers in others," Mr. Geddes said. "Within a year we plan to sell the Pantera in 60 major markets across the country."

The Pantera (Italian for Panther) was conceived and engineered by Alejandro deTomaso, Argentine-born former race driver who heads deTomaso Automobili of Modena, Italy.

It is the first mid-ship engine sports car ever built in volume using a large American V-8 engine. The power plant is Ford Motor Company's 351-4V Cleveland engine.

The body was designed by Ghia, a firm whose name has been associated with some of the world's most beautiful automobiles since 1915. The coachwork is crafted by Vignale of Turin. A majority interest in the three Italian companies is held by Ford Motor Company.

"This is the first time a vehicle incorporating the advanced engineering and fine coachwork of the Pantera has been offered for sale in the United States at such an attractive price," Mr.

Geddes said.

Designed to appeal to the enthusiast who wants sleek styling with superior performance and workmanship, the Pantera is a two-passenger coupe with a 98-inch wheelbase and curb weight of 2,860 pounds. It stands only 43 inches high.

The mid-ship engine design is important because it permits optimum weight distribution — 42 percent up front and 58 percent in rear. This, plus rack and pinion steering, fully independent suspension and steel-belted radial ply tires, combine to give the Pantera outstanding handling and maneuverability.

Standard four wheel power disc brakes deliver

the best braking in the U.S. The car will come to rest from 60 mph in only 134 feet.

Also standard are power windows and tinted glass, which are either optional or not available on most other sports cars.

The Pantera is exceptionally quick, accelerating from 0 to 60 mph in 5.5 seconds. With deTomaso designed exhaust manifolds, the Ford 351-4V engine produces 310 horsepower at 5400 rpm.

The engine is coupled to a five-speed transaxle. A gate-type gear shift lever prevents mis-shifts. The rear axle has a ratio of 4.22:1.

The Pantera's interior



Inside the folder was a thorough, comprehensive description of the car, along with an explanation of the various businesses formed to manufacture, import, market and service it

is in the tradition of fine Italian coachwork. Seats are contoured and hand sewn by master craftsmen. The racing-type steering wheel is padded, as are the instrument panel and console. A large tachometer and speedometer are positioned in front of the driver. A complete set of additional instruments is placed vertically on a panel above the center console.

The Pantera is available in eight exterior colors — white, yellow, red, lime, blue, green, silver and bronze.

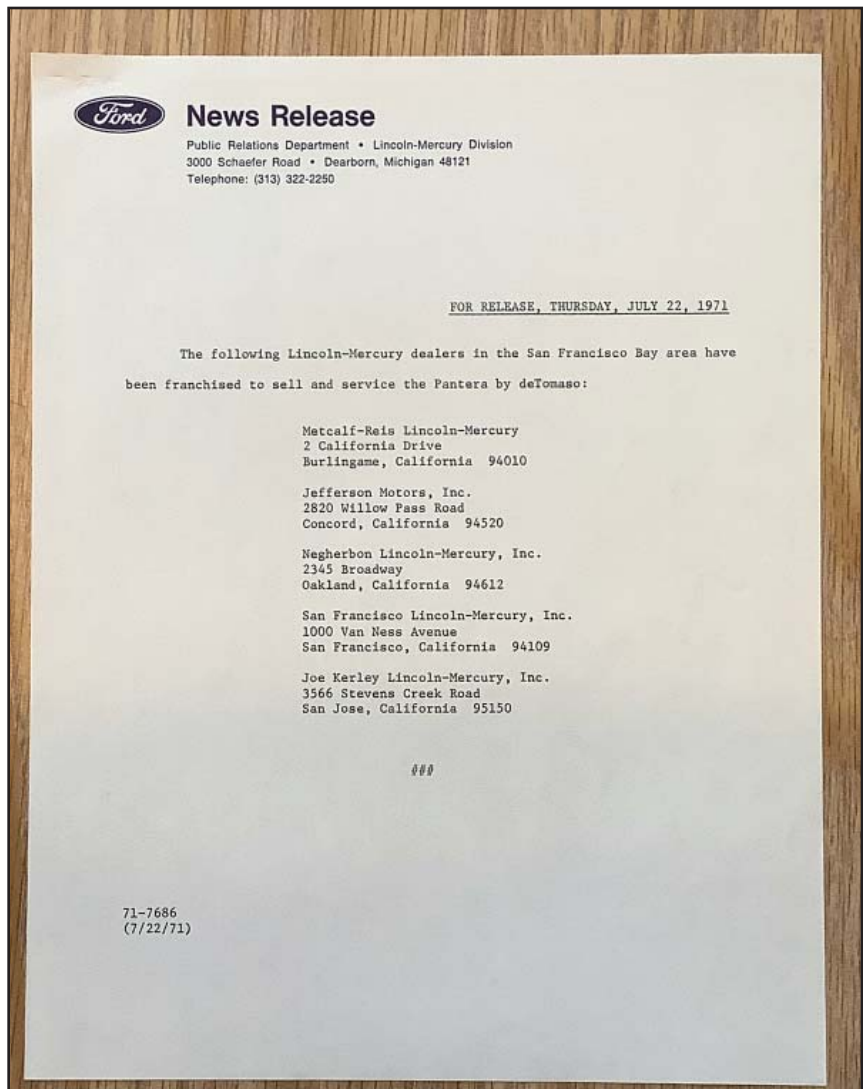
Air conditioning (\$500) and cast magnesium wheels (\$300) are factory installed options.

A subsidiary of Ford Motor Company, deTomaso of America, Inc., has been specially established to insure that Pantera service matters receive priority attention. The warranty is for 12 months or 12,000 miles and there is a 90-day free break-in period.

Mr. Geddes expressed great optimism about the acceptance of the Pantera.

"Announcement last year of Mr. deTomaso's development plans for the Pantera stirred tremendous interest and displays of prototype models at auto shows in New York and Los Angeles attracted very large crowds," he said. "Lincoln-Mercury and its dealers have received thousands of requests for information. Many people, without ever seeing the car, placed firm orders secured by cash deposits.

"Knowledgeable sports car people recognize the Pantera as a very special car. It combines the best of Italy and the finest from



It's interesting to note that of the five dealers chosen to franchise the Pantera in the Bay Area, only two (San Francisco Lincoln-Mercury and Joe Curley Lincoln-Mercury) are still in business, both in their original locations

America. The Italians have a unique flair for styling, coachwork and sports car design.

"On the other hand, the Ford 351-4V is a prime example of American know-how with powerful, reliable and easily serviced V-8 engines.

"This marriage of Italy and America has enabled us to produce a superb sports car that really has no competitor because it offers so much for the price."

The past sales performance of luxury sports cars isn't an accurate indica-

tion of the potential for the Pantera, according to Mr. Geddes.

"Foreign sports cars in the \$5,000 and over price range reached sales of about 15,000 last year," he said. "The true potential is much greater than that. The Pantera will attract many new buyers to the sports car field as well as upgrade present owners of lower-priced sports cars.

"Our goal for 1971 is about 1,000 sales, and we expect to increase that to 2,500 in 1972."

The optimism contained within this press release is clearly palpable. Even so, Ford's stated sales targets are considerably lower than many of us have been led to believe. Apparently the supposed goal of 10,000 examples per year is simply urban legend.

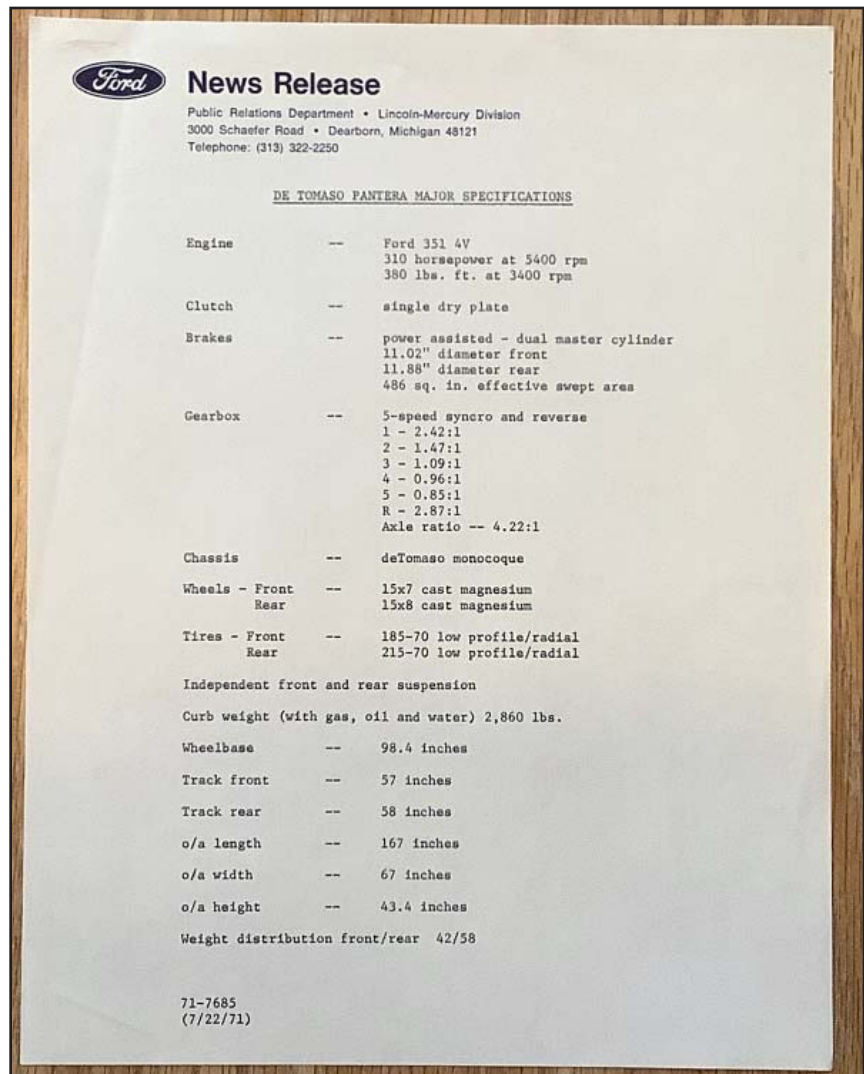
Note, too, that the MSRP is only \$9,000, but the two options which are not really optional drive the actual price up to \$9,800, just under the previously stated price target of "Under \$10,000."

The press release reveals just about all that is necessary to lure prospective customers into the showroom, but in case it was a slow news day, the press kit included a separate document intended to both educate a presumably ignorant domestic newspaper media about some of the history of Ghia, as well as attempt to explain the rather Byzantine business arrangement that led to the Pantera (while glossing over many important details, such as the fact that Ford was able to purchase the majority interest in the three Italian firms referenced only because of a plane crash the previous year which killed the Rowan Industries executives, one of whom was Isabelle de Tomaso's brother; they were bankrolling the entire De Tomaso corporate enterprise, and their death led to a sudden cessation of investment which was desperately needed to keep the budding Pantera program on track. Ford had already emotionally committed so much in the project that they had no choice but to pony up and fund the remainder of the operation, which originally was intended to be completely funded by De Tomaso's backers.)

The secondary press release has the same date, and reads:

GHIA AND FORD — TWO FAMOUS AUTO FIRMS UNITED

San Francisco, July 22 — Introduction of the Pantera luxury sports car focuses public attention on the close association between two of the auto world's best known firms — Ghia, the Italian coachmaker whose name is synonymous with beautiful styling, and Ford, the company that put America



The detailed specification sheet includes the lower 4th and 5th gear ratios used in the Dash-1 gearboxes, which were produced from leftover Mangusta units

on wheels.

The Pantera, built by deTomaso Automobili in Italy, is powered by Ford's 351-4V engine mounted mid-ship in the Ghia-designed body. The car will be introduced July 23 at selected Lincoln-Mercury dealerships in the San Francisco area and carries a suggested retail price of \$9,000.


Ghia was founded in Turin in 1915 by Giacinto Ghia and during the past 56 years has executed scores of styling classics. Some were done for Ghia's own use but many were developed for the largest auto manufacturers in Europe and America.

Ghia designed and continues to build the body for the \$18,000 Maserati Ghibli, one of the world's most expensive and handsomely styled cars.

In the late fifties and early sixties, the Dual Ghia GT car was the favorite of entertainers in this country and overseas. Now out of production, Dual Ghias are avidly sought by collectors.

Ghia has built many complete cars, both production models and styling prototypes, but it is best known for its practice of the coachmakers art. Artisans at Ghia are unsurpassed at



PANTERA by delomaso 
IMPORTED FOR LINCOLN-MERCURY

Although not intended for publication, the press kit included the dealer brochure which helped emphasize the Pantera's classic Italian traditions, perhaps as an added incentive to garner excitement in the journalists for whom the press kit was intended



The sleek Pantera is being hailed as one of the most impressive marquee of its type and price class ever to be offered in America. While recognizably of exotic Italian design, the car is actually the unique achievement of two continents. Alejandro de Tomaso of Modena conceived it, from cockpit layout and monocoque chassis to four-wheel independent suspension and midship engine placement. Ghia of Turin did the coachwork and Campagnolo cast the magnesium wheels. Ford of America designed the 351 CID 4V V-8 engine. Truly an international creation, painstakingly produced in limited quantity and imported for a select number of American connoisseurs.

SPECIFICATIONS

ENGINE: Ford "Cleveland" 351 cubic inch V-8 (5750 cc.), bore 4.0 x 3.5 inches (101.6 x 89.0 mm.), 8.5 to 1 comp. ratio; 4 barrel carb.

BRAKES: Internally vented power-assisted disc brakes at all four wheels. Giding calipers, operated by dual master cylinders with separate front and rear hydraulic circuits.

TRANSMISSION: 5-speed; all-indirect transmission gear is helical, for quiet running; hush-ring synchronizers.

TRANSMISSION RATIOS:
 1st . . . 2.42:1 4th . . . 0.849:1
 2nd . . . 1.47:1 5th . . . 0.705:1
 3rd . . . 1.09:1 Rev. . . 2.905:1
 Axle Ratio 4.22:1
 (self-locking differential)

FRONT SUSPENSION: Independent with fabricated steel wishbones, long-travel coil springs mounted concentrically with tubular shock absorbers.
REAR SUSPENSION: Independent with long-travel coil springs mounted concentrically with tubular shock absorbers.

CLUTCH: 11-inch single dry plate clutch.
WHEELS: Cast magnesium, 15 x 7 inches, front, 15 x 8 inches, rear.
DIMENSIONS:
 Wheelbase 98.4"
 Track front 57"
 Track rear 57.5"
 Overall length 187"
 Overall width 71.7"
 Overall height 44.0"

INFORMATION SUPPLIED HEREIN WAS OBTAINED FROM APPROVED SOURCES. DE TOMASO OF AMERICA, INC. RESERVES THE RIGHT TO DISCONTINUE OR CHANGE AT ANY TIME. SPECIFICATIONS ARE SUBJECT TO VARIATION WITHOUT PRECEDING ANY OBLIGATION.

Although it was very similar to the production Pantera, the original prototype had a number of unique features befitting its hand-built construction, including three-slot wheels, different side marker lights, different front bumpers and turn signals, and a decklid that was hinged at the rear instead of the front

hand welding and finishing, hammer forming, leather working and related crafts demanding minute attention to detail.

Alejandro deTomaso became chief executive officer of Ghia in 1967. It was this 43-year-old Argentine-born ex-international race driver who brought together the unique backgrounds and skills of Ghia and Ford Motor Company.

DeTomaso founded deTomaso Automobili in Modena, Italy, in 1959 and quickly won a reputation as a pioneer in new engineering concepts. A few of them are:

- A flat eight Formula I racing engine.
- The use of titanium

for engine parts.

- The use of the engine block as a part of the chassis, now a universal practice in race cars.
- A one piece cast magnesium monocoque main frame.
- An adjustable "ground effect" spoiler for race cars.

DeTomaso's first production car was the Vallelunga coupe, which was introduced in 1963. Ghia built the body and this highly favorable association with the Turin firm was undoubtedly a factor in deTomaso's later decision to acquire it.

In 1966 deTomaso began production of the Mangusta, the predecessor to the Pan-

tera. Approximately 400 of these Ghia-bodied \$12,000 sports cars were produced and sold worldwide.

During the past year deTomaso has displayed at auto shows two new production cars, the Deauville and Zonda.

The Deauville is a five-passenger, four-door luxury sedan with a Ghia body and Ford 351-4V engine with a deTomaso SOHC conversion. It is one of the rare cars that combines outstanding performance with elegance and a spacious interior. The Deauville will be introduced in Europe later this year.

The Zonda is a two-passenger, three-door sports coupe with front mounted

engine and conventional drive. It, too, is powered by a Ford 351-4V SOHC engine and is scheduled to go on sale in Europe in 1972.

A third Italian company, Vignale of Turin, was added to the deTomaso group in 1969.

Vignale was founded by Alfredo Vignale in 1946 as a small metalworking shop and today encompasses 300,000 square feet of new plant space. The facility employs 150 hourly workers and is capable of producing 25 bodies per day.

While Vignale has three large hydraulic presses with which it can produce body stampings in volume, the firm continues many hand operations such as wet sanding bodies prior to painting and fitting-out interiors.

Among the bodies recently produced by Vignale were those for the Maserati Indy, a 2+2 companion to the Ghibli, and the Sperimentale land speed record vehicle.

The creative partnership between Ghia and Ford, which is dramatized by the Pantera, became a corporate partnership as well last year. The majority interest in Ghia, Vignale and deTomaso Automobili, which had been held by Rowan Industries of Oceanport, N.J., was purchased in 1970 and placed in a new Ford subsidiary, deTomaso, Inc. Also part of this new group are deTomaso of America, Inc., which imports the Pantera, and Autosports Products, which distributes Pantera parts.

It is interesting to note that Ford's press release referenced unrelated programs that de Tomaso had dreamt up in an attempt to capitalize on the Pantera



The brilliancy of Italian coachwork is known and recognized the world over. Among the great Italian coachbuilders, Ghia Studios of Turin stands unsurpassed. In all its 50 years Ghia has never displayed more superb styling or meticulous detailing than in the de Tomaso Pantera. Here is feline grace captured in tautly smooth steel, an exciting marriage of form and function, with body and frame welded as a single structure to make this a singularly light yet most rigid car of high performance.

Pantera's soundproofed and air-conditioned cockpit is elegantly appointed and richly designed. The emphasis is on luxurious comfort, an avoidance of the Spartan austerity usually associated with sports car interiors. Space-age technology is reflected in the instrument layout and the central command console, angled to provide optimum visibility for the driver and easy access to the bank of rocker-type switches. The steering wheel

and dash pad, of course, are handsomely padded. Uncompromising care is evident in every detail of the interior, from the body-contoured bucket seats to the curved glass of the side windows.

Pantera is Italian for panther. Under Pantera's sleek skin is a high-performance automobile as you might expect. The midship engine is placed to provide well-balanced weight distribution and excellent road-holding. The magnesium wheels were especially created for the Pantera. Each wheel is independently suspended and provided with its own power-assisted disc brake, internally vented for cooling, giving Pantera superb braking ability. The 351 CID 4V Ford V-8 delivers its power to the rear wheels through a five-speed gearbox, fully synchronized in all forward gears.

LINCOLN-MERCURY DIVISION 

For further information, write de Tomaso of America, Inc., P.O. Box 1967, Dearborn, Michigan 48121.

Litho in U.S.A. Form No. LMT1-108

The interior had not been finalized when the prototype was constructed, and sharp-eyed readers will notice detail differences including Ferrari-style rounded heater control levers, Lancia two-spoke steering wheel with Ghia instead of De Tomaso emblem, defroster vents with horizontal dividers, and minor gauges with a mix of Italian and English writing

program. Presumably it was his hope that once he established a toehold in the broader US market with the Pantera, that Ford would continue to write fat checks and enable him to bring a whole host of products such as the Deauville and Zonda to the marketplace, establishing a broad range of luxury Ford-powered Italian imports. While the Deauville managed to survive as a stand-alone De Tomaso product (with some 244 examples produced over the space of about 14 years, none ever sold new in the US), the Zonda never advanced beyond the single prototype stage. However the fact that Ford chose to mention them in

its press release suggests that there was at least a hint of interest on Ford's part in possibly cooperating with de Tomaso in the furtherance of his greater aspirations beyond the Pantera.

Too, de Tomaso's ambitions of equipping the associated cars with his own variant of the 351-4V with a single overhead-cam conversion came to naught when Ford testing revealed that the conversion, which more than doubled the cost of the engine, and added considerable complexity, resulted in a negligible increase in performance. Only a pair of prototype engines was ever built, and like so many other De Tomaso

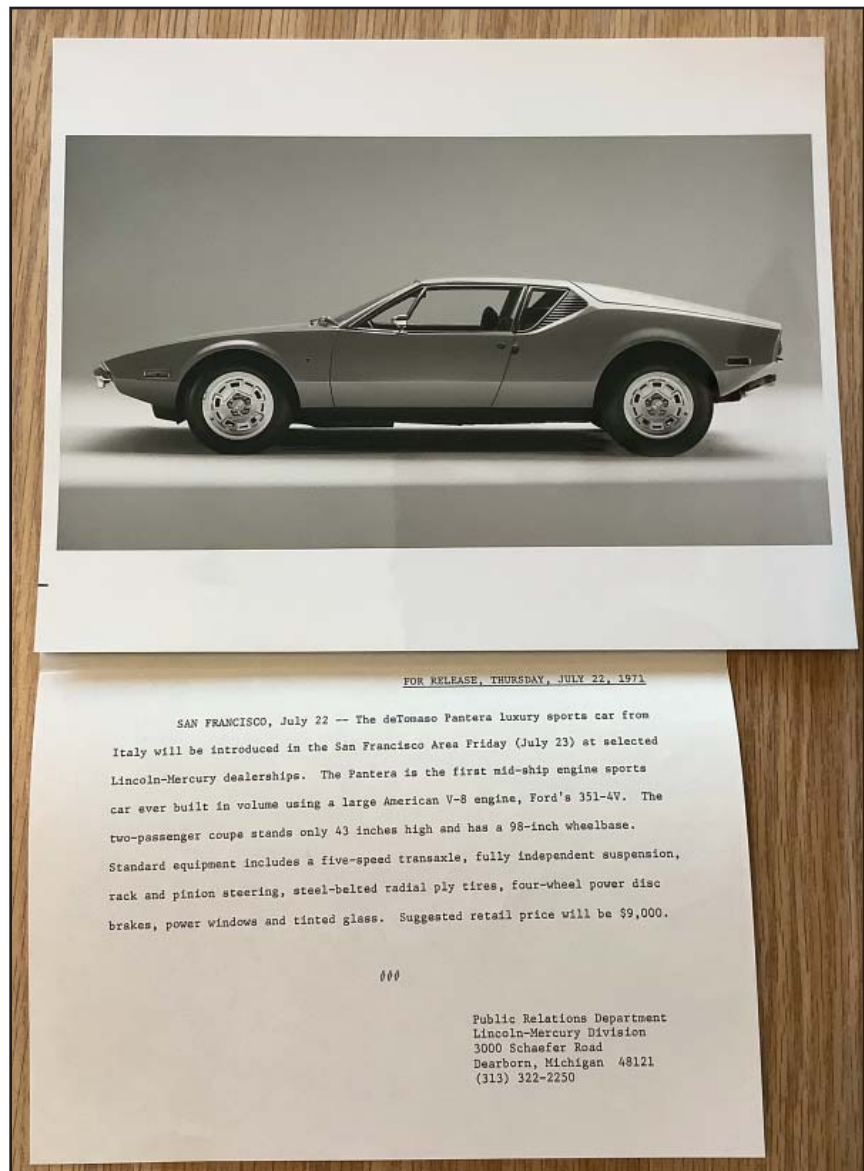
innovations, the idea was summarily scrapped, much to his consternation.

The initial business scheme to produce and import the cars was arguably overly bureaucratic, with a variety of new American companies and sub-companies formed to handle various aspects of the operation. These Ford subsidiaries would prove short-lived, as after Ford stepped in to purchase 100% of the three Italian companies, the American outfits created to manage them were shut down, and their operations were folded into the larger FoMoCo enterprise.

Personally, until now it never occurred to me just exactly how young everyone involved in the De Tomaso project was at the time. Somehow I naturally assumed that the key players were all somewhat older, mature gentlemen, but this release pointed out that at the time, Alejandro de Tomaso was but 43 years old. Although not mentioned specifically, I just now determined that at the time Ray Geddes was 37 years old, Tom Tjaarda, the Pantera's stylist, was 36, Gian Paolo Dallara who was responsible for the chassis was only 34, and Ford's man in Modena at the time, Don Coleman (who many of us have seen speaking at Concorso Italiano) was but 33 years old. Each of them already had a formidable list of accomplishments under their respective belts. Much of the enthusiasm that permeated the Ford Motor Company at the time could easily be attributed to the youth of so many of its key executives.

Although the Pantera was to be introduced to the local market in summer of 1971, problems with the early cars meant that buyers were forced to wait for months, in some cases well into 1972, before they were able to take possession of their cars. I once met an original owner in Marin County (I rebuilt his steering rack at his house, and never saw him again—I wish I had kept his contact info) who told me the story of his Pantera purchase. He had placed a deposit with San Francisco Lincoln-Mercury when the cars were first announced, and then eagerly awaited delivery.

One day in early 1972 he got a phone call from the dealer, saying that they had just received their first three



One of the two 8x10 photos included in the kit showed a side view of a production USA-specificatino pushbutton Pantera. Note that it now wears one-slot wheels and has a door-mounted side-view mirror. The accompanying caption sheet was glued to the back of the photo and folded in half over the photo so it would fit into the press kit folder

cars, painted red, yellow, and lime green. They had three deposits on hand, and the cars would be sold on a first-come, first-served basis to those three people. He dashed out of his office but had to get all the way across the Golden Gate Bridge and by the time he arrived, the red and yellow cars had been sold. He was repulsed by the lime green hue, and arranged to have the dealer repaint it red before he took delivery. They performed a hasty, sub-standard paint job and sent the car out the door, and that is how I saw it, with bits of red flaking off here and there, and green peeking out from

underneath.

Today, the internet has made seeing, finding and buying a Pantera a comparatively simple exercise. I hope this glimpse into the past helps convey the absolute excitement that must have surrounded the Pantera program in its infancy, when all that was initially available to the public was a sales brochure, specification sheet and a handful of photos. The media, along with the first few lucky buyers, must have been almost beside themselves as the incredibly radical Pantera program came to fruition!



44th ANNUAL VMOA CAR SHOW WITH NOR CAL SAAC SATURDAY Sept. 11, 2021

LOCATION: Branham High School
1570 Branham Ln (at Meridian AVE)
San Jose, CA



All models and years of Mustangs, Shelbys, Cobras, Panteras and Ford GT's as well as '60 -'70 Ford and Mercury Muscle Cars are welcome!

Fee for entries postmarked by 8/21/21: \$40 for 1st car (includes T-shirt)
 \$25 for additional cars (without T-shirts)

Fee for entries postmarked after 8/21/21: \$60 per car (includes T-shirt)

NOTE: We must limit the show to 200 cars, so registration will be closed when we reach that number.

FREE ADMISSION TO SPECTATORS

Registration: 8:00 - 10:00 AM

People's Choice Voting: 10:00 AM - 12:00 PM

Awards Presentation: 2:00 - 3:00 PM

NOTE: VMOA reserves the right to reclassify your car if we deem that it was entered in the incorrect class.

For additional information:

Web site: <http://www.vintagemustang.org>

Email: CarShow@vintagemustang.org or Call Tom at 408-203-5552

Sonoma Valley Tech Session And Spa Day

Saturday & Sunday, 11-12 September

2460 Warm Springs Road

Glen Ellen, CA

(707) 933-7523

Tired of being cooped up in the house? Bored with wrenching on your own cars? Come on out and help an owner in need, and take advantage of all the area has to offer! Tom and Kathy Leonard will be hosting a two-day gathering at his house in the beautiful hamlet of Glen Ellen (just north of Sonoma) to help new PCNC member Paul Fahndrick get his beautiful 1974 Pantera back on the road.

The party starts on Saturday afternoon, immediately following the monthly Breakfast Club Rally. Participants in the rally will convoy from the finish to the Leonard estate where a late lunch will be served. After appetites are sated, sleeves will be rolled up and we can dive into Paul's car, which is in the midst of a number of simultaneous mechanical and electrical upgrades. In particular, he needs to have his steering rack rebuilt, fit an all-new Wilwood brake system from SACC Restorations, as well as several electrical components from Pantera Electronics.

At some point we will call 'time', and enjoy dinner together. The fun will pick up on Sunday morning when we will again attend to the car, with the ambition of enabling him to drive home safely at the end of the day.

In the meantime, for those Significant Others who may not be interested in spending the whole day in the garage, on Sunday Kathy has a whole day of spa treatments and wine tasting lined up!

For those traveling from some distance, overnight accommodations can be arranged. Please call Tom to RSVP, and he can provide recommendations for nearby accommodations.





Photos courtesy of
Ron Kimball Studios

Best of Show 2019

25TH ANNUAL
IRONSTONE
CONCOURS d'ELEGANCE
SEPTEMBER 25, 2021

VEHICLE REGISTRATION
THE CONCOURS d'ELEGANCE WEEKEND

Friday, September 24, 2021
Ironstone Vintage Back Roads Tour
Cars & Stars Dinner

— & —

Saturday, September 25, 2021
Concours d'Elegance
Patron's Tent and Luncheon



25TH ANNUAL
IRONSTONE
CONCOURS d'ELEGANCE
SEPTEMBER 25, 2021



CONCOURS d'ELEGANCE
WEEKEND

FRIDAY, SEPTEMBER 24, 2021

Ironstone Vintage Back Roads Tour
Meet at Ironstone Vineyards

10:00 am Tour Through Murphys
12:15 pm Lunch on New Melones Lake
Lunch and Boat Ride

Cars & Stars Dinner

5:30 pm Wine Tasting
6:00 pm in the
Amphitheatre at Ironstone Vineyards
Dinner Under the Stars
and Silent/Live Auctions

SATURDAY, SEPTEMBER 25, 2021

Concours d'Elegance

9:00 am – 4:00 pm
More Than 300 Beautiful Antique
and Classic Automobiles

Patron's Pavilion and Luncheon

9:00 am – 4:00 pm
Wine Tasting and Lunch on the Field

Luncheon in Music Room

12:00 – 1:30 pm

Awards Ceremony

3:00 – 4:00 pm



Event details subject to change
depending on COVID-19 guidelines.

ironstoneconcours.org

2021 CLASS LIST

- AA Ironstone Concours Previous Best of Show Winners
- A Antique, thru 1915
- B Vintage, 1916-1942
- C American & European Classic Open
- D American & European Classic Closed
- E Pierce-Arrow
- F Packard
- G Sedan Based Pickups (El Camino & Ranchero, etc.)
- H Rolls-Royce & Bentley
- I Vintage Race Cars
- II Race Cars Pre 1920
- J Early Rambler to 1960, and Rambler Americans
- K Unrestored, pre WWII
- L Unrestored, post WWII
- M Mini & Micro Cars
- N American, 1946-1954
- O American, 1955-1961
- O1 Chevrolet, 1955-1957
- P American, 1962-1973
- Q American Muscle Cars, thru 1973
- Q1 Chevrolet Corvette, thru 1973
- R European & British Sports Cars, thru 1973
- R1 Mercedes-Benz, thru 1973
- S Ford Model A
- T Ford Thunderbird
- U Vintage Commercial
- V Vintage Motorcycles
- W Vintage Trailers
- X DeTomaso
- Y Amphicar
- Z Engines & Farm Equipment Display

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

For guest and entrant's safety, cars MAY NOT LEAVE THE SHOW until Best of Show award has been presented. Exit gates and traffic control will not be in place until show has concluded or 4PM, whichever is earlier.

Note for Class Size Limits:

Due to unexpected (but much appreciated) entry volume it may be necessary to limit the entry count in some classes to 15 cars and in such cases the 'first come first served' rule will apply, so please send in your entry promptly. We make every effort to divide classes based on entry mix received in order to properly display entries, however there is a finite limit to the space on the Ironstone grounds which dictates that we keep the total entry count below 325 cars.

RULES OF ENTRY

ENTRY DEADLINE IS AUGUST 31, 2021

Our judging format will be as follows:

Rather than awarding first, second and third place 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 designate one vehicle as "Best of Class."

As has been our custom, in addition to the usual overall awards and several new awards, "Best of Class" vehicles will parade across the stage to receive their award. This creates 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 on its minutely detailed physical perfection.

Remember, ONLY STOCK, NON-MODIFIED VEHICLES ARE ACCEPTED AT IRONSTONE CONCOURS D'ELEGANCE. We also love original, unrestored and well-maintained vehicles. All participants are invited to purchase tickets to attend the Cars and Stars Dinner on Friday night and the Gala Luncheon in the Patron's Tent on the field on Saturday. These wonderful events are important in our efforts to support Central and Northern California youth in Ag programs, notably FFA and 4H programs.

Car Placement:

The show field will be available for vehicle placement from 10 am to 5:00 pm on **Friday, September 24**. If convenient, bring your vehicle in on **Friday to avoid the Saturday morning crunch! Gates open Saturday morning at 6:30 am and we ask that all show vehicles be in place by 9:00 am.**

Notes:

- **Any vehicle that won a "Best of Class" in 2019 will not be eligible for judging in 2021. However, it is welcome for display only and can be eligible for judging in future years.**
- 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 may be broken out depending on entry numbers.
- **Ironstone Concours d'Elegance prefers vehicles and motorcycles in their original or restored-to-original condition.**
- Please have your current insurance and registration in your vehicle along with a fire extinguisher.

Entrants are encouraged to drive their cars to 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 purposes.

This prestigious event is expected to be the best one to date, thanks to your participation and support! Get ready to show off your prized automobiles and get into the spirit of Concours d'Elegance, where guests and registrants are encouraged to come donning fancy vintage hats to suit the classic car theme. We look forward to seeing your beautiful cars among stunning grounds of Ironstone Vineyards!

Concours Gives Back to Campership!

Through donations made by car entrants, Concours has donated over \$20,000 to support agricultural student summer camps and other educational programs. Thank you to everyone who has been a part of Concours over the last six years, as well as your continued support for youth agricultural programs!



ENTRY FEES

Entry fees are non-refundable. For one vehicle, the fee is \$75.

Paid entries entitle the owner(s) to general admission for two adults, and two tickets for the lunch in the Music Room. Additional general admission entry tickets may be purchased in advance or at the door for \$25 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 9:00 am on Saturday, September 25, and must remain on the event grounds until 4:00 pm. 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 beginning Friday at noon.

For additional entry information, please contact Chris Bock at (530) 400-0540 or cmbock@sbcglobal.net.

For judging information, please contact Jim Sinclair at (530) 919-6391.





Thank you to our
2019 & 2020 SPONSORS

DIAMOND STAR

BP Moser Trust • Bull Outdoor Products • Cars Yeah • Ironstone Vineyards • KVIE • Mechanics Bank
Mercedes-Benz of Stockton • Pacific Coast Building Products & It's Family Companies

GOLD STAR

209 Magazine • AIM, Inc. • Capital Public Radio • Clarke Broadcasting • City Mechanical
KW Emerson, Inc. • Greg & Jessica Coleman • Hagerty Insurance • Highline Autos • Kludt Oil
M&R Company • New Melones Lake Marina • Pebble Beach Concours • Port of Stockton
Public Access TV • Rabo AgriFinance

SILVER STAR

Addington Group • American Ag Credit • Black Oak Casino Resort • Bokides Hesseltine Real Estate Company
BPM, LLP • Cal-Waste • Carson Hill Rock • Dohrmann Insurance • Duarte Nursery • F&M Bank
Garton Tractor, Inc. • Greenhorn Creek Resort • Kamps Propane • LF Associates
Mark Twain Medical Center • Mid Valley Agriculture • Murphys-Angels Lions Club
Murphys Inn Motel – Murphys Suites • Petersen & Company • Placer Title Company
PGIM Real Estate Finance, Ag Finance • Phillips Farm, Addington Group • Roland Construction
Sanborn Chevrolet • Sonora Ford • San Joaquin Farm Bureau Federation • Vino Farms LLC • Wells Fargo

EVENT MAILING

Ironstone Foundation
Concours d'Elegance
P.O. Box 809
Murphys, California 95247
(209) 269-6950
info@ironstoneconcours.com
ironstoneconcours.org

25TH ANNUAL
IRONSTONE
CONCOURS d'ELEGANCE
SEPTEMBER 25, 2021

EVENT LOCATION

Ironstone Vineyards
1894 Six Mile Road
Murphys, California

IRONSTONE CONCOURS d'ELEGANCE
2021 VEHICLE ENTRY FORM

Entry Deadline is August 30, 2021

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 @ \$75 = \$ _____

(includes 2 admission & 2 lunch)

Friday, Ironstone Vintage Back Roads Tour _____ vehicle(s) @ \$95 = \$ _____

(2 guests)

Friday, Cars & Stars Dinner _____ guests @ \$75 = \$ _____

Saturday, Patron's Pavilion on the Field _____ guests @ \$125 = \$ _____

includes lunch on the field

Additional Admission Tickets _____ tickets @ \$25 = \$ _____

Additional Lunch Tickets _____ tickets @ \$30 = \$ _____

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

Please, consider an additional donation to support students by sending them to summer camp and other agricultural educational programs: each ag program is \$150.00. We would appreciate any donation amount that you would like to make.

Total enclosed \$ _____

Make checks payable to:
Ironstone Concours
Foundation

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

Email or call:
cmbock@sbcglobal.net
(530) 400-0540

By signing below I agree to stay until the Best of Show Award has been presented and I understand that traffic control will be in place following the conclusion of the event for guest and entrant safety.

Release of Liability

Entrants and participants by execution of the entry form release and discharge the Ironstone Foundation and anyone else connected with the management of the car show from any and all known and unknown injuries, losses, judgments, and/or claims from any causes whatsoever that may be suffered by a participant to his/her property or person.

Signature of vehicle owner or representative

Date

ALL ITALIAN DAY 2021

SUNDAY, OCTOBER 3RD ● ALAMEDA



JOIN US FOR THE 34TH ANNUAL ALL ITALIAN DAY CAR & MOTORCYCLE SHOW

SUNDAY OCTOBER 3RD, 2021
10 AM TO 3 PM

MAIN STREET SOCCER FIELD
2040 MAIN STREET, ALAMEDA

NEW LOCATION!

EVENT
PROCEEDS
BENEFIT

**Special
Olympics**
Northern California



BROUGHT
TO YOU BY



SPECTATORS WELCOME - \$5 DONATION REQUESTED. CHILDREN 12 AND UNDER ADMITTED FREE. FOOD, BEVERAGES AND EVENT T-SHIRTS WILL BE AVAILABLE FOR PURCHASE.

IF YOU WANT TO SHOW YOUR ITALIAN SCOOTER, CAR OR MOTORCYCLE
REGISTER @ ALLITALIANDAY.ORG

COBRA EXPERIENCE

AMERICA'S PLACE FOR COBRA & MUSTANG FANS

Pantera Club of Northern California Cobra Experience Tour

Saturday, 23 October
700 Arnold Drive #200
Martinez, CA

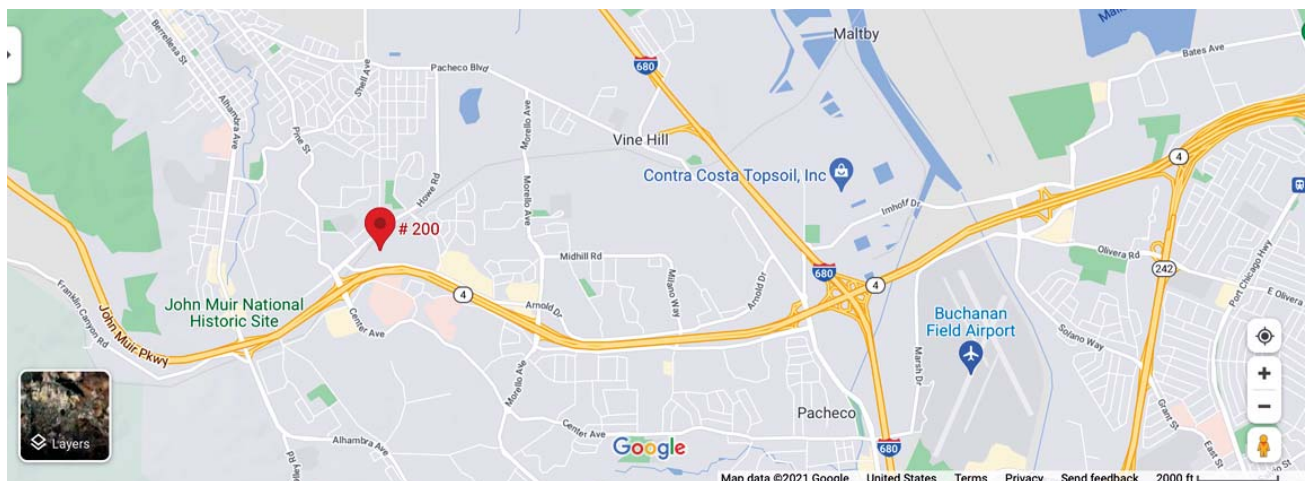
Come join us for a private guided tour of the Cobra Experience, a world-renowned museum dedicated to Cobras, Shelbys and GT40s from the heyday of Ford's performance era!

We will meet at 10:00 a.m. in the parking lot, before being taken on a private guided tour of the collection. This will be followed by a catered lunch served in the museum.

The museum is located just off Hwy 4, west of Hwy 680 in Martinez. There is plenty of secure parking so bring your Pantera!



Cost is \$15 per person. Please RSVP to Lou Brizzolara so he knows how many lunches to order. Call (415) 203-4018, or email LBrizzolara@ahmassoc.com





Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120



NEXT CLUB MEETING

**Thursday, August 26th, 2021
7:30 P.M.**

**HOLDER'S COUNTRY INN
998 S. De Anza Blvd, San Jose**

UPCOMING CLUB EVENTS

- 11 September ————— VMOA/Nor-Cal SAAC Car Show (Tom Hasenberg)
- 11-12 September ————— BCR Rally/Sonoma Tech Session (Tom Leonard)
- 24-26 September ————— Ironstone Concours Weekend (Steve Dalcino)
- 3 October ————— All-Italian Car Show In Alameda (Steve Dalcino)
- 23 October ————— Cobra Experience Tour (Lou Brizzolara)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH