



news

A Chapter of POCA

www.PanteraClubNorCal.com

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Minutes of Meeting 30 June, 2022

The meeting was called to order by the president a few minutes late, after a titanic technical battle between Mark Bailey and his laptop, centered around launching the Zoom portion of the meeting. All officers were present except for Larry Finch, Irene Smith, Bob Benson, and Mike Drew. Attendance was off somewhat, as there were only 14 members present in the room, plus four more attending via Zoom, and two Panteras in the parking lot. Steve Liebenow graciously filled in taking notes for Mike Drew, who was in France for the De Tomaso tour and Le Mans Classic.

New Members/Guests: There were no new members or guests present.

Changes To Last Month's Newsletter: It was noted that the outfit that let us down and failed to get our shirts to the POCA Fun Rally on time was Fed Ex, not UPS.

Club Store Report: There was no report this month.

Club Treasury Report: The treasury is still healthy. Some of that money has been mentally set aside to pay for upcoming expenses associated with the POCA Fun Rally.

Club Membership Report: Brent discussed our newest member, Tom Price, who is an extremely well-known car collector and vintage racer. Among the cars he races is a genuine 1962 Ferrari 250 GTO! We are looking forward to welcoming him to our events. He also has a deposit in on a new De Tomaso P72, so undoubtedly his will be the first one in our club!

Club Motorsports Report: In Bob's absence, Andrew issued some information about events that are relevant to us. The Nor-Cal Shelby Club annual Mini-Nats track event at Sears Point is on August 6th and 7th. Besides the open track portion of the event, there will be an autocross, vendors will have displays, and there will be a banquet in the new restaurant at Turn 11. There will be a car show on the Sunday and PCNC is invited; they will have dedicated parking for Panteras in the car show. Go to www.norcal-saac.org for more info. Also, Checkered Flag Racing will be running Sears Point on August 5th, October 10th and November 6th. Meanwhile, the American Autocross Series runs at Crow's Landing on July 2nd and 3rd.

Club Library Report: The search for the Club President's book has finally come to fruition. There seemed to be a general consensus that John Tomlin probably had it. He did a deep dive in his study and came up with it, handed over to Forest Goodhart who in turn gave it to the current president.

Past Events:

Cobra Experience Car Show: Forest Goodhart won an award with his Pantera, the "kid's choice". He said "It was Candy Apple Red, good enough to eat!" (One wonders how many sticky fingerprints he had to wash off his car!)

Hillsborough Concours: Dennis Valdez, whose Pantera is 100% original apart from an aftermarket radiator, won third in the "Preservation Class" for original cars. The winner was a freshly painted '67 BMW....

Upcoming Events:

Monterey Weekend — 17-20 August: Somehow there has been little mention of this monster weekend event in the past few months. There is a flyer elsewhere in this newsletter with information on the PCNC dinner, which will be held at Los Laureles Lodge as usual. Information on Concorso Italiano can be found at www.concorso.com, and Garth Rodericks will be hosting his traditional Saturday night BBQ at Laguna Seca. The races are shifted one day to the left, running from Wednesday through Saturday now, and there will be a hillclimb, backwards up the corkscrew, held on the Sunday.

Ironstone Concours Weekend — 24-26 September: The Ironstone people have always been good to us and have hosted a De Tomaso-specific class, and PCNC has always had a great turnout supporting this event. The organizers have a classic car rally on the Friday, but Dave Lindsay (who lives up there) says he wants to organize a PCNC-only rally along those same roads. Now is the time to be making hotel reservations. Unfortunately the Ironstone Concours website has been allowed to wither and die. Hopefully they can get their act together quickly and get it up and running again.

See the entry flyer and event information elsewhere in this newsletter.

Vintage Mustang Owners Association Car Show — 1 October: PCNC member Tom Hasenberg is the driving force behind the annual VMOA show, which has a special class for De Tomaso cars as a result. See the flyer elsewhere in this newsletter for all the details.

All-Italian Car Show In Alameda — 2 October: The Alfa Romeo Association will once again host this delightful show at the Alameda Main Street soccer field. It has historically been well-supported by the members of PCNC, and with good reason. There is an event flyer elsewhere in this newsletter.

PCNC Christmas Party — 10 December: As reported last month, we will be returning to the original venue in San Mateo.

Club Business: There was no business this month.

Buy/Sell/Swap:

Cupholders Anyone?: Dennis Valdez has fielded several inquiries regarding the cupholders he has designed which enable one to suspend a drink from the emergency window crank hole in the door panel. They were covered in depth in an article in a previous newsletter. He said it takes all day for his 3D printer to crank one out, but for \$30 each he will happily provide them to any and all. Contact him if you are interested.

Bumperettes For Sale: Corey Price in Utah purchased a set of front bumperettes he is no longer in need of. He offered them for sale and Brent Stewart bought them right away. He also has a set of rebuilt halfshafts available, asking \$600. They are cad-plated and fitted with new U-joints, and are completely ready to go.

Super Rare 427 Intake Manifold: Forest Goodhart has a Mickey Thomson dual quad cross-ram intake and distributor extender for FE Ford motors (427/428/390). These things go for big bucks (there is one on E-bay right now, asking \$3500!), so if you want to put some pep into your 427 Cobra, give Forest a call and he will do you a deal.

De Tomaso P72s Available For Pre-Order: Andrew was speaking with the PR rep for the new De Tomaso Automobili, who said that it's possible to place a deposit on a new P72, of which only 72 are supposed to be made. As mentioned before, Tom Price has already done so, but despite the fact that they say they are all pre-sold, they are still accepting deposits from new customers. They might have a presence in Monterey where you can ask them questions.

News, Clues and Rumors:

Panteras In The Wild: Andrew displayed photos of various Panteras driving in various places recently, including Erik Kolstoe and Jennifer Sloane fording a creek(!), Andrew and Michelle in the Sierras where they crossed the Ebbets, Sonora and Monitor passes on a Driving While Awesome rally, and some photos from Mike and Lori Drew on the De Tomaso tour in France.



Daytona Done Gone: Brent Stewart thought he wanted a Factory Five Type 65 Coupe, so he bought one and built it as a Covid project. Once he was finished he decided he really didn't like it as much as he thought he would, so he promptly sold it!

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

- Motorcraft Oil Filter — Forest Goodhart
- Tire pressure gauge — Brent Stewart
- Nitrile gloves — Dennis Valdez
- Bottle of wine — Linda Liebenow
- Three bottles of Bailey Select wine — Jennifer Sloane
- Braided Steel Brake Lines (from Hall Pantera by way of Mark Bailey) — Steve Liebenow

The meeting adjourned to the parking lot at 8:31 p.m.

Membership News

New Members for July:

We have no new members this month.

July Membership Anniversaries:

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

- | | |
|--|--|
| Jack and Jane Bartole: 31 years | Gary Glenn: 25 years |
| Ron and JoAnn Singley: 22 years | Tom and Liz Hasenberg: 21 years |
| Barry Hosier: 19 years | Bob Paizs: 18 years |
| Bud and Jan Millard: 11 years | John and Kathy Buckman: 10 years |
| Hank and Naomi Szeto: 10 years | John and Billye Pedretti: 8 years |
| John and Barbara Webber: 6 years | Patrick Eagle: 4 years |
| Chad and Carmen Aarenson: 3 years | Phil Graham: 2 years |
| Charlie and Andrea McKee: 2 years | John Mardesich: 1 year |

Driving While Awesome **Sierra Rally III Drive**

Story and Photos by Andrew Duafala

The Driving While Awesome team put on another great rally and this time it was through the Sierras. There were 45 cars taking part, ranging from our '73 Pantera to a new Porsche GT4 and everything in between.

The plan was to drive over the Monitor, Ebbetts and Sonora passes, and cover all three passes in one day. What could go wrong driving a carbureted 50-year-old car over three passes ranging from 8,300 to 9,600 feet? As it turns out, nothing!

Many times



A group of 45 sports and classic cars gathered for a fun day blasting up and down the back roads of the Sierra Nevada mountains



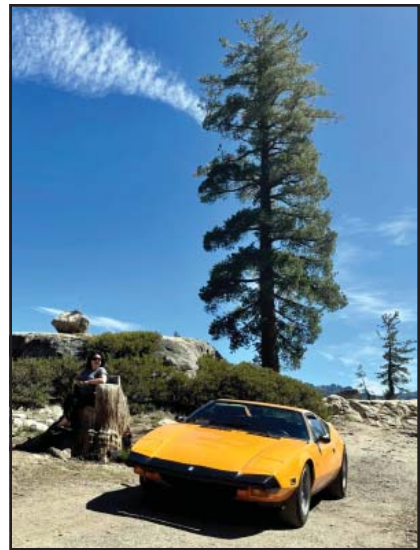
We were definitely enjoying some roads less travelled, including crossing this ancient one-lane wooden bridge over the south fork of the American river

throughout the day, we came up on traffic and Michelle would play the Cannonball Run theme song and we would fly by them. Time and time again traffic seemed to melt away as the song played, the revs climbed and we grabbed another gear.

Sadly, not everyone had the free run of the road and our good luck with traffic. Several times, we ended up driving with rally participants in newer Lexus, Jaguar and Porsche sports cars. Time and time again we would come up on slower vehicles and the drivers would



The back roads in the Sierras are simply phenomenal, and once you leave the main highways, they are completely devoid of traffic



Michelle enjoys a break in a carved wooden throne at Ebbets Pass

wave and pull aside for us. A cautious older driver moved aside as we flew by but soon after passed when we stopped for a photo. When he caught up to us, he stopped and yelled, "I have not seen one of those in a long time, Pantera?" "Yes!" I replied. He smiled and drove off only to be passed again by us, and he offered a wave and a nicely timed move to allow us by, as I am sure he heard us coming!

Time and time again our luck continued. A school bus let us pass and cut



On a gravel road with a paint-protected Ferrari 308 at Cherry Lake dam



The thriving metropolis of Sheep Ranch has this great old general store and gas station to serve the population of 37. Sadly the gas isn't 18 cents per gallon anymore!

off a small group behind us, and a dump truck moved aside after the rest of the group pulled over and it was only us behind him. We had again a wide open mountain road to enjoy and the rest of the drivers got a great view of a load of gravel. Our luck continued, the car ran perfectly, and we kept playing that song, Cannonball. One lady pulled up to us at a stop and said she had a Lotus at home as well! We told her it was a De Tomaso Pantera and it did not matter to her because she still thought it was a beautiful car, and it is!

The moral to the story is everyone loves seeing a Pantera being driven on a twisty road. Drivers wave, people smile, and crowds form when you stop. So, go drive your Pantera and make the world a happier place!

The Rotunda Pantera Tool Kit

Story and Photos by Mike Drew

Anyone who has spent any time reading the excellent Ford-produced shop manual for the Pantera will have noticed in several areas that the manual makes reference to special tools to accomplish various tasks unique to the Pantera, such as removing and installing the rear upright bearings and axles. The manual isn't especially helpful to the average home mechanic when it references these tools. So what are they, anyway?

Founded in 1925, the Owatonna Tool Company, later renamed OTC Tools, is a tool and equipment manufacturer located in Owatonna, Minnesota. For decades, Ford has contracted with OTC Tools to produce specialty

tool kits intended to service specific vehicles, or families of vehicles, sold internally through Ford channels using the Rotunda trade name.

When the Pantera was introduced to the market, Ford treated it like any other Ford product, and generated a very conventional service manual. They also took the time to analyze the various systems on the car, and contracted with OTC Tools to produce a Rotunda tool kit with the specialized tools needed to service the Pantera. As it was first produced in 1972, this kit was given the internal part number of TKIT-1972-D, and named Pantera Service Kit.

The initial production batch was contained in a one-piece molded tan

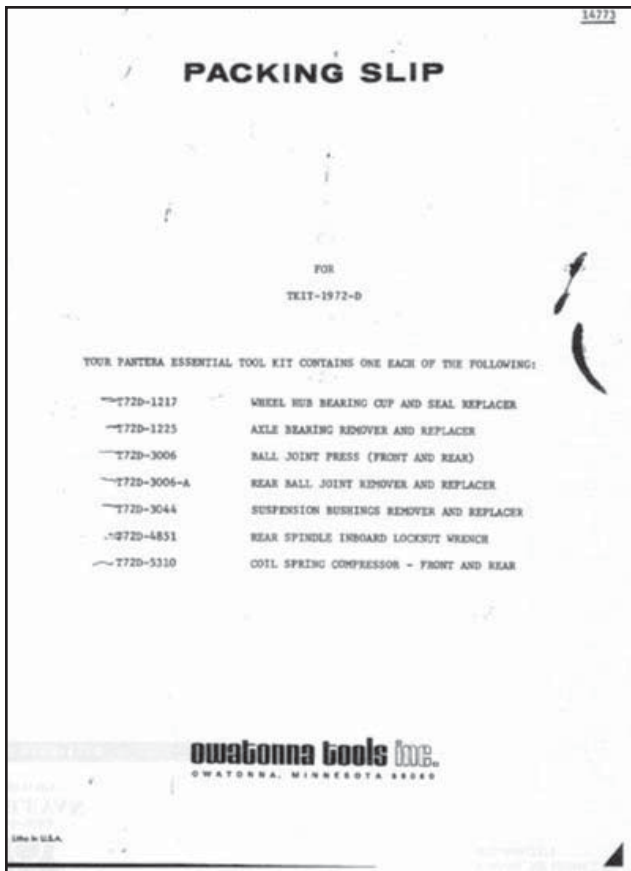
plastic box with a slight texture to the external finish, with an integral hinge on the back, and two latches on the front. A separate carrying handle was also affixed in between the latches. Inside both halves of the box were blow-molded plastic inserts designed to hold the various tools in place.

The weight of the toolkit is rather prodigious, arguably far too much for the relatively flimsy carrying box. The inserts in particular are very vulnerable to damage, and it's rare to find a kit with the bottom insert completely intact. Later in production, the box was changed from tan to dark blue, but otherwise the kits were the same.

So, what came in the kit? The



The early versions of the kit came in a tan plastic box, while the later ones were a dark blue color. Both were otherwise exactly the same, with a molded textured finish, a molded hinge at the back, molded latches on the front (which often are found broken and missing today), and an added handle. Inside are a pair of molded inserts which hold the tools securely. Careful inspection will reveal this insert is cracked and broken in several places, which is common. The box is not nearly strong enough for the heavy weight of the tools and should never be relied upon for transport



The original packing slip that came with the tool kit listed the various tools by category. Hall Pantera created their own illustrations in early versions of their catalog, grouping the tools together and giving a basic description of their use

packing slip showed seven different part numbers of tools to accomplish seven different jobs, although some of the part numbers had multiple tools associated with them. There were a total of 18 individual components.

First up was T72D-1217, which was a very basic wheel hub bearing cup and seal replacing tool. Although it had

a part number specific to this tool kit, this appears to be a rather generic tool, suitable for driving in bearing races and seals in a variety of different sizes.

Next up was T72D-1225, a five-piece axle bearing remover and replacer kit. For removing the rear axle, the large pipe supports the brake disc while the small tool with a nipple indexes on the

hole in the center of the axle and enables it to be pressed out of the bearings. Once the axle is removed, the outer bearing retaining plate is removed, then the upright is supported on the smaller, flanged pipe and the bearings are pressed out together using the tower-shaped tool. For assembly, the cup-shaped tool supports the outboard end of the axle when



The T72D-1217 wheel bearing cup and seal replacing tool



The five piece T72D-1225 package makes removing and installing rear axles and bearings a snap!

the studs, rotor and axle are joined together, and then when the upright is placed in the press and the axle is pressed in from the outer side, this same tool provides a suitable surface for pressing the face of the axle. Finally, the bearing spacer sleeve and inner bearing are installed using the hollowed-out tower, which presses on the surface of the bearing while allowing the end of the axle to slip inside.



Once the axle is removed, the upright is supported on the smaller pipe and the press tool forces both bearings out



The bearing stack is left neatly standing inside the bottom tool once the upright is removed



The cup-shaped tool presses the outer bearing into the upright without damaging the bearing



The same tool then presses the axle and rotor into the outer bearing, pressing evenly on the face of the axle



The tall press tool is hollow in the center, enabling the inner bearing to be pressed into the upright and over the axle

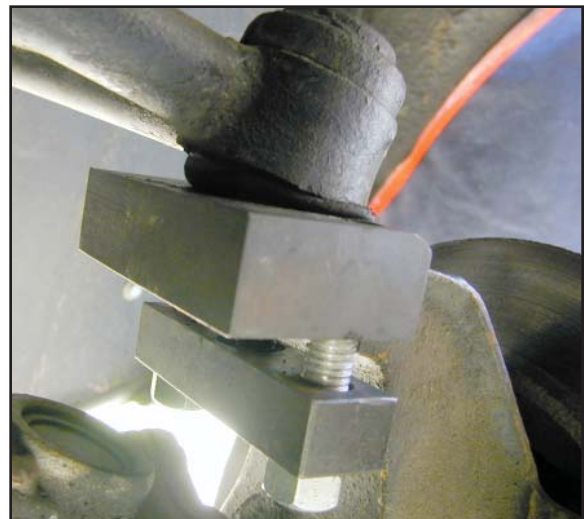
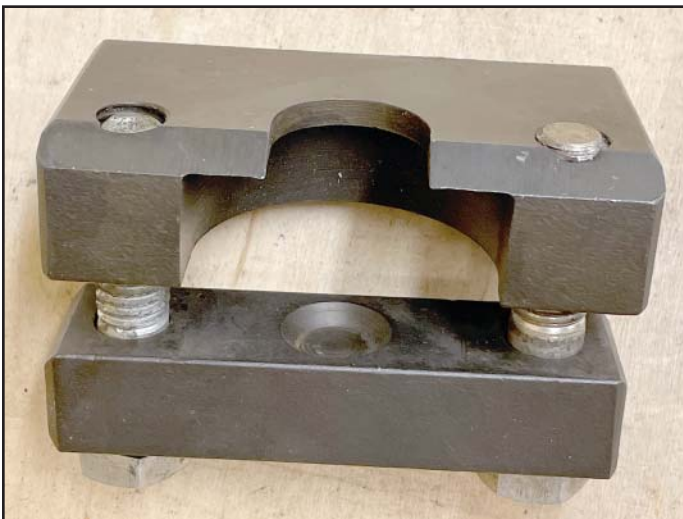
The T72D-3006, Ball Joint Press (Front and Rear) may be one of the most useful tools in the box. This brilliant device does away with the traditional pickle-fork-and-hammer to neatly remove the rear ball joint from the top of the hub carrier, and secondarily, to remove the tie rod ends from the steering arms. In practice, the top half is hammered in between the top of the hub carrier and the ball joint. The bottom half has an indentation which captures the threaded end of the ball joint. A pair of nuts is then tightened, which compresses the tool, and places extreme force on the end of the ball joint, which soon pops free. (It works the same way

when removing steering tie rod ends from the steering arms).

Associated with this is T72D-3006-A, Rear Ball Joint Remover And Replacer. I confess I have never used this four-piece tool assembly, but I gather that it is intended to allow the rear ball joint to be removed from, and pressed into the A-arm. One of the tools has an angled



Two of these tools in the T72D-3006-A combo are used to press the ball joint out of the upper rear A-arm and the other two are used to install it



The Ball Joint Press tool is brilliant in its simplicity. The top half is hammered in between the top of the hub carrier and the bottom of the ball joint. Then the threaded shaft of the ball joint is placed in the divot in the bottom piece, and when the two nuts are tightened on the studs, the two halves of the tool are brought together, and the bottom piece exerts influence on the ball joint stud, eventually popping the ball joint free from the upright. It works on the tie rod ends, too

face on one end, which appears to index on the angled underside of the tube that the ball joint passes through. I note that the one in my particular kit has been used to the point of abuse, so clearly somebody understood it!

The T72D-3044 consists of four tools (one of them comprising two pieces), and is used to remove and install the rubber and metal bushings from the end of the suspension control arms. I must admit I have spent hours analyzing these tools, and A-arms and bushings, and for the life of me I cannot fathom how they are intended to be used. The book simply says to use this tool, and notes that the bushings must be pressed out from the inside, and new ones pressed in from the outside, but it fails to elaborate how these various tools are to be used. A conventional press can't be used to remove the bushings so an arbor press must be used. If anybody has any ideas as to how these tools would be utilized, please let me know!

Next up is the T72D-4851, Rear



I can only assume that the premise of the T72D-3044 group of tools is that the A-arm bushings would be removed in several different pieces, and that each of these tools is somehow used to remove a portion of each bushing from the A-arm?

Spindle Inboard Locknut Wrench. This tool is simply woeful. It is dramatically underengineered, with four miniscule tabs intended to engage the four cutouts on the axle nut. It is not nearly strong enough to withstand the extreme torque needed to properly tighten (and loosen) these nuts, and mine is the only one I've ever seen that doesn't have the tangs sheared off.

Finally, the T72D-5310 Coil Spring Compressor is a disarmingly simple thing, intended to press evenly on the top of the shock absorber while keeping everything nice and centered thanks to

four indexing split roll pins. I confess that it took me a long time to figure out what this tool was for and how it is used, because it is the only tool in the kit which is not specifically referenced either in the shop manual, or the Pantera Service Highlights book. The shop manual directs the technician to fabricate a tool from a simple piece of tubing, while the Pantera Service Highlights book calls for the use of a pair of conventional spring compressors. Only after looking at the diagram in the Hall Pantera catalog did I finally realize how this tool is supposed to be used.



The T72D-4851, Rear Inboard Locknut Wrench (known colloquially as an axle nut tool) is next to useless. Here it is pictured with an axle nut, and the infinitely superior Hall Pantera tool designed to perform the same job



The function of this tool eluded me for years, because it wasn't specifically referenced in any of the Ford-produced service publications

All it takes is a bit of movement to remove spring tension so the split keepers can be removed, and then everything can be dismantled. Similarly, this tool is used to compress everything so that the split keepers can be easily inserted, and when pressure is relaxed, spring tension keeps everything together.

Although it is certainly possible to perform these various tasks without these specialized tools, I can tell you

that after having done so for years, once I started using this tool kit, my life became infinitely simpler and better. In particular, the large pipe is critical to support the rear brake rotor; I distinctly remember seeing Roger Sharp explode one of Bill Santos' brake rotors by improperly supporting it while attempting to take everything apart. It would also be difficult to press the inner bearing past the axle without the tool designed



Once I stumbled across the solution it became painfully obvious

for that express purpose.

It's worth reiterating how fragile the carrying cases are. If you manage to buy one of these kits, insist that the seller ship the box separately from the contents. Even though it will cost more, make sure he packages each tool in bubble wrap and places them in a sturdy box, and then sends the empty case well-protected in a separate box.

It's likely that one of these kits was purchased by each dealership that handled Panteras, meaning that they are far from plentiful. One may come up for sale once every year or two perhaps, and with one notable exception, then are not cheap! A few years ago Larry Finch was lucky enough to stumble across a Ford dealer going out of business who was selling a hundred different Rotunda kits for various cars and trucks, and didn't realize what he had here, and he absolutely *stole* one of these kits for only \$35! Most recently, the last one that I know of that traded hands sold for something in the region of \$1700! So if you are ever fortunate enough to stumble across one of these for sale, at anything resembling a reasonable price, be sure to grab it!



Each tool in the kit is clearly marked with the oTc corporate logo, along with the tool number. Sadly the function of some of the tools is difficult to discern, but just the ones that can be understood make the tool kit worth the high cost

Monterey Motorsports Reunion

Tony Harvey Memorial Good Times Dinner

Friday, August 19, 2022

No-host happy hour 6:30 PM

Dinner 7:30 PM

Garden Terrace of the Los Laureles Lodge

313 West Carmel Valley Road

Carmel Valley, CA

Come help PCNC celebrate Automotive Overload in Monterey with another fabulous get-together at Los Laureles Lodge. The Terrace lawn area will be filled to capacity with De Tomasos to ogle. As always in the past, there is a theme for the dinner, chosen by last year's attendees. The theme for this year's dinner is "Wild West". So, wear your best Annie Oakley, Butch Cassidy, or Cisco Kid garb. We'll have People's Choice Award balloting for the cars on display (and maybe the characters as well).

This year's buffet dinner features Fresh Local Green Salad, Grilled Salmon, BBQ Ribs, BBQ Chicken, Roasted Potatoes, Corn Bread, Apple Cobbler with Applejack Brandy Whipped Cream, and Fresh Fruit. Come early and enjoy the Hospitality Suite.

We've said FFBBUURRRZTEQQ to inflation, and left the price the same as it was last year; \$70.00/person through July 31.

Please make checks payable to PCNC and send to:

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

IRONSTONE

CONCOURS d' ELEGANCE

SEPTEMBER 24, 2022

The Ironstone Concours is coming up in a hurry! The Vehicle Entry Form is now available (see elsewhere in this newsletter). All information, including the entry form, should be available at ironstoneconcours.org.

PCNC members do this event as individuals. It's not an organized club event, which allows for more flexibility with regards to arrangements (order food from the menu, pay with separate checks, etc.). We stay at either Murphys Suites, or Murphys Inn: they are close to each other and only a short walk from downtown Murphys. On September 9th, I'll make Friday and Saturday dinner reservations for all those interested.

Those who wish to be part of the Ironstone Vintage Back Roads Tour on Friday will drive up on Thursday, September 22. Otherwise, attendees will gather in Farmington between 10:00 and 10:30 a.m. on Friday, September 23. They'll drive to lunch in Angels Camp, then head to Murphys for check-in, a little slack time, and then an early dinner at Grounds Restaurant. Saturday is the Concours, followed by dinner with the group. It's always a fabulous event.

If this sounds like something you're up for, make your hotel reservations for Friday and Saturday (Thursday too, if you make the Tour) as soon as possible! They fill up early!

This is a GREAT weekend. Hope to see you there.

Steve Dalcino cell: 925 640 1081

RULES OF ENTRY

ENTRY DEADLINE IS AUGUST 31, 2022

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 23.** 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 2021 will not be eligible for judging in 2022. 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 is open only to 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 \$30,000 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: embock@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 24, 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 Boek at (530) 400-0540 or embock@sbcglobal.net.

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



26TH ANNUAL
IRONSTONE
CONCOURS d'ELEGANCE
SEPTEMBER 24, 2022

CONCOURS d'ELEGANCE
WEEKEND

FRIDAY, SEPTEMBER 23, 2022

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 24, 2022

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

ironstoneconcours.org

2022 CLASS LIST

- A Antique
- A1 Steam Powered Cars
- B Vintage
- C American & European Classic Open
- D American & European Classic Closed
- E Pierce-Arrow
- F Packard
- G Lincoln through 1973
- H Wood Bodied Cars
- I Race Cars
- J Derham Coachwork
- K Unrestored to 1959
- L Unrestored 1960-1973
- M Mini & Micro Cars
- N American Production: 1946 to 1954
- O American Production: 1955 to 1961
- P American production: 1962-1973
- Q American Muscle Cars
- Q1 Corvette
- R European Japanese and British through 1973 (to be divided based on entry mix)
- S Model A Ford
- T Ford Thunderbird
- U Commercial
- V Motorcycles
- W Vintage Trailers
- X DeTomaso
- Y Amphicar
- Z Stationary Engines and Tractors

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.

IRONSTONE CONCOURS d'ELEGANCE
2022 VEHICLE ENTRY FORM

Entry Deadline is August 30, 2022

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 \$ _____

**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.
By signing below I agree my vehicle is stock and non-modified as outlined in the registration packet.**

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

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

ALL ITALIAN DAY 2022

SUNDAY, OCTOBER 2ND 🍀 ALAMEDA



JOIN US FOR THE 35TH ANNUAL ALL ITALIAN DAY CAR & MOTORCYCLE SHOW

SUNDAY OCTOBER 2ND, 2022
10 AM TO 3 PM

MAIN STREET SOCCER FIELD
2040 MAIN STREET, ALAMEDA

EVENT
PROCEEDS
BENEFIT

**Special
Olympics**
Northern California



BROUGHT
TO YOU BY



SPECTATORS WELCOME - \$10 DONATION PER PERSON REQUESTED;
\$20 PER FAMILY. FOOD, BEVERAGES AND EVENT T-SHIRTS WILL BE
AVAILABLE FOR PURCHASE.

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





Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120



NEXT CLUB MEETING

**Thursday, June 28th, 2022
7:30 P.M.**

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

UPCOMING CLUB EVENTS

- August 17-21 ————— Monterey Weekend (Steve Dalcino)
- August 27 ————— Drive Your Pantera Day (Organizers TBD)
- September 24-26 ————— Ironstone Concours Weekend (Steve Dalcino)
- October 1 — — — Vintage Mustang Owners Association Car Show (Tom Hasenberg)
- October 2 ————— All-Italian Car Show In Alameda (Steve Dalcino)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH