



A Chapter of POCA

news

www.PanteraClubNorCal.com

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Minutes of Meeting 27 July, 2023

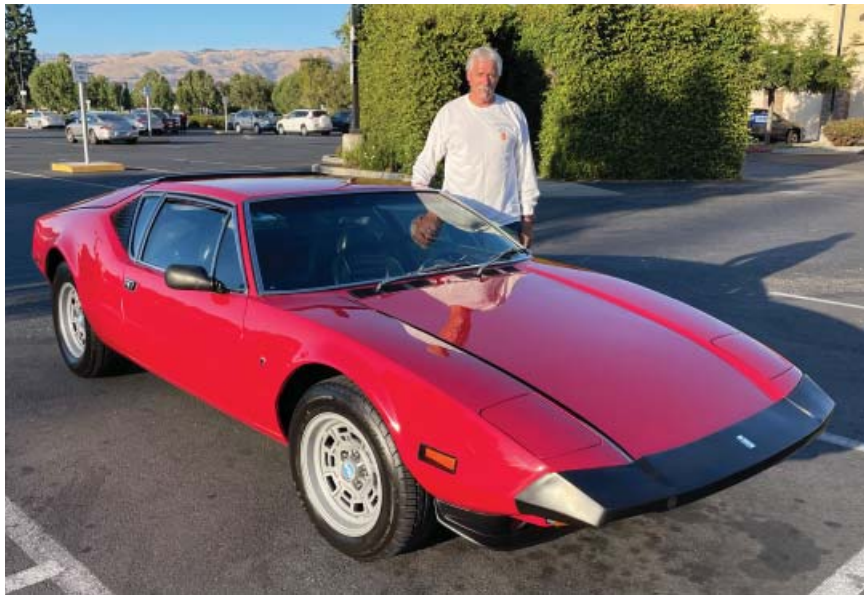
The meeting was called to order by the president at 7:31 p.m. All officers were present except for Andrew Duafala, Bob Benson, Brent Stewart, Irene Smith, Larry Finch and Denny Morse (which is to say, most officers were absent). There were 16 members in the room, with three more joining via Zoom. There were two Panteras in the parking lot, including one belonging to a guest.

New Members/Guests: The club was pleased to welcome **Walter Bugna**, who is perhaps the luckiest guy around. Last year, he was able to purchase a very nice 1972 Pantera L #4335 that had been sitting in a garage in the East Bay for 31 years! It was overall in great condition, but of course it hadn't run in decades and needed minor recommissioning. The seller struck a hard bargain, and

insisted upon selling the car for exactly what he had paid for it decades earlier, so Walter picked it up for only \$25k! It only took a little bit of work to get it on the road, although he thought there might be rust in the gas tank so he equipped it with a small nautical tank bungee-corded atop the gear-box.

He doesn't consider himself a Pantera guy, and really has his heart set on a Shelby Series One roadster, so he brought this car to the meeting

expressing a desire to find a new home for it. (Mike Drew brokered its sale for \$75K shortly after the meeting, and it will be leaving the local area soon).



Changes To Last Month's Minutes: There were no changes noted.

Club Store Report: There was no report this month.

Club Treasury Report: Larry reported (remotely) that the treasury remains stable. Mark once again raised the notion of returning to our long-ago tradition of making charitable donations to worthy organizations at the end of the year. In the past, recipients have included Guide Dogs for the Blind, Canine Companions, and the American Cancer Society. It was decided that members could nominate worthy charities, and then a vote would be taken at a future meeting to decide which would receive donations from PCNC.

If you have a charity in mind, please make your nomination directly to Mark Bailey.

The only outgoing expense this month was our monthly payment to Google for hosting our existing website.

Club Membership Report: Brent Stewart was missing from the meeting because he was recovering from an unexpected triple bypass surgery! After his heart attack eight years ago, it was determined that he needed the surgery but his heart wasn't strong enough to cope with an operation. Over the years, the stents that had been installed were monitored for degradation, and at his last semi-annual checkup, his doctor informed him that it was at last time for him to have his surgery and complete the process. He is recovering nicely and plans to be at the Monterey event, and wants to start driving on the racetrack again in November.

Club Motorsports Report: Several members announced plans to attend the 103db day at Laguna Seca sponsored by Checkered Flag Racing Association. The Nor-Cal Shelby club will also be hosting a 103db day on the day after Thanksgiving in November.

Club Website Report: Garth Rodericks has spent months on the creation of a new website for the club. Initially he tried building it from scratch using a particular web design tool, but it basically didn't work. He then reverted to the core website built for us by Mark Bailey's daughter-in-law last

year, and has since fleshed it out and taken it closer to implementation. It's still in the testing phase however and is decidedly not yet ready for release. It might be able to incorporate an online storefront which would enable us to finally get the PCNC store online which should see a great increase in sales, and help validate the tremendous efforts that Irene and Marcus Smith have invested in that operation.

Garth mentioned that he is missing some of the more recent copies of the PCNC newsletter and hoped that somebody might be able to help. Ken Levin almost offhandedly mentioned that he still has *every* PCNC newsletter dating back to the foundation of the club in 1973! With this exciting news, Garth is now making plans on scanning them and making them all available for viewing.

He is hoping to launch the new website by the end of the year.

Club Library Report: Forest said the library contents remain safe and sound, waiting for somebody to express an interest in checking anything out. A complete inventory of the library can be found on the PCNC website.

Past Events: There were no club events in the past month.

Upcoming Events:

Ironstone Concours Weekend — 21-24 September: The Ironstone Concours has become a favored event that sees terrific participation from PCNC members. Traditionally we have gone up as a group on the Friday, done the concours on Saturday and returned home Sunday. Steve Dalcino will once again be arranging dinners on both Friday and Saturday evening. In the past few years we have been having both dinners at the same venue, but he announced there is a new Italian restaurant in town and asked if there would be any interest in having one of the two dinners there. Overwhelming positive reaction means he will now be working to make that come to pass. There may be an enroute lunch stop on the Friday as well. Please RSVP to Steve so he can know how many seats to reserve for dinner each night.

All-Italian Car Show — 24 September: This traditional favorite will once again be put on by the Alfa Romeo club. They haven't yet released any official information, so watch for a flyer in this newsletter sometime mid-summer. Sadly, they have chosen to move from their traditional Columbus Day date to the weekend before, which conflicts with the Ironstone weekend except for the most seriously committed. The Ironstone concours is on Saturday and the All-Italian Car Show is on Sunday, so conceivably one could wake up early in Murphys and blitz down to the Bay Area in time to make it to the Alameda show....

Little Italy Street Festival Italian Supercar Show — 1 October: There will be a small show featuring Italian supercars at Little Italy in San Jose and the organizers are hoping to get a few Panteras to join in with the various modern Ferraris, Lamborghinis etc. that are expected to attend. It's free to enter and hospitality will include coffee and donuts in the morning and lunch for two. It will run from 11:00 a.m. to 4:00 p.m. You can find out more details at www.LittleItalySJ.com. Please RSVP to event organizer Augie Bettencourt at AugieBet@gmail.com and also include Gary Kono at Gary5634Kono@gmail.com.

PCNC Christmas Party: The party will once again be held at our traditional venue in San Mateo on 9 December.

Club Business:

California Auto Museum Donation: For many, many years, Capitol Panteras made an annual donation to the California Auto Museum in Sacramento; one member was also on the board of directors of the museum. With the absorption of Capitol Panteras into PCNC earlier in the year, it was proposed and resolved that PCNC continue the tradition of making this donation. Among other benefits, the donation entitles each PCNC member with one free admission to the museum each year.

PCNC Needs Help: Mark Bailey has been doing yeoman's work as the PCNC president this year, but he is really relishing the role of vice-president, which under our bylaws is held by the former president. Thus, he is hoping another club member will step forward to volunteer to head the organization. Please contact him if you are interested in serving in this capacity (or any other club position).

POCA Needs Help More: POCA has really entered the realm of desperation with respect to its managing board. The existing president has announced his decision to step down at the end of his term, and while there is a candidate to replace him in the form of Rob D'Ozario, he is currently tied up as the POCA Secretary. So at a minimum they need somebody to take over for Rob so he can then ascend to the presidency (assuming nobody else chooses to run against him). There are several other projected openings on the POCA board, plus the POCA Fun Rally is in danger of collapsing entirely for want of volunteers willing to stage the event. If you have any aspirations of national service, there has never been a greater need than now!

Buy/Sell/Swap:

Intake Available: Steve Dalcino has a NOS Ford Pantera intake manifold available, free for the taking for anybody doing a concours restoration.

News, Clues and Rumors:

Short-Term Pantera Owner: Steve Liebenow met a fellow at a car show who was admiring his Pantera. This person told him that he bought a Pantera brand new but only owned it two weeks before it was stolen! Soured by the experience, he never replaced it, and has no idea where it is today.

Wheel Weights: Steve was messing around with a couple of different sets of Campagnolo wheels and noticed that some seemed heavier than others. There were at least six different variations used between 1970 and 1974, with each version being heavier, and presumably stronger than the one that went before. He weighed 'early' and 'late' wheels (although he didn't really specify which of the six types he was looking at, but presumably they were all two-slot wheels), and he was surprised to discover that the later rear wheels were 2.5 pounds heavier than the early ones, and the later front wheels were 2 lbs 4 oz heavier than the early ones.

Steve Light Stud issue: Steve Liebenow had an issue with his taillights that drove him completely nuts, but eventually he was able to prevail. He discussed it at length, and then generated an article which appears elsewhere in this newsletter.

Stop Light Fix: Steve was also having great difficulty getting his brake lights to operate correctly. They would only illuminate under heavy braking; light braking wasn't sufficient to operate the hydraulic switch. Rather than just replacing the switch, he elected to change to a mechanical switch affixed to the brake pedal. He will be writing another article for the newsletter soon detailing the details of this project.

Speaking Of Brake Lights: Mark Bailey was upset that the set of Pantera Electronics brake lights that he won in a raffle fizzled out after a very short time. He was informed in no uncertain terms that Jon Hass is a stand-up vendor who will stand behind his products for life, and that he should contact him in order to resolve the situation.

And More Lights: Mark has his restomod Mustang Mach 1 project on the road, and had all sorts of difficulties integrating the modern systems from the late-model donor Mustang with the antique portion of the car. He managed to get almost everything working but he couldn't quite figure out the brake lights and taillights. Eventually he wound up stringing wires from the back of the car to the front, which allows everything to work properly, except now his front marker lights illuminate with his brake lights so he has four-corner brake lights!

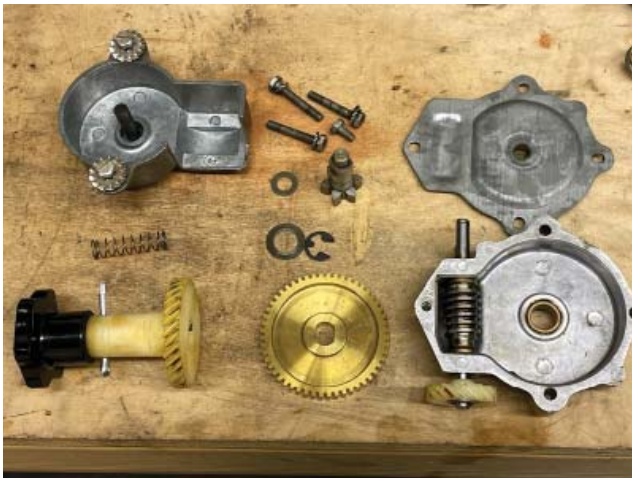
Le Mans Classic: Several PCNC members attended the most recent iteration of Le Mans Classic in France. Matt Kelleher, Denny Morse, Mike Drew and Peter Kovacs and his family all made the trek to La Sarthe. Watch for an article in an upcoming newsletter.

Seattle Tech Session: PCNC pretty much invented the notion of club members getting together as a group to help one another overcome mechanical maladies, but that is not our exclusive domain. A Seattle-area owner named Chris Kimball who is otherwise brilliant but mechanically hopeless was foundering with what he claimed was a bad idler pulley bearing on the front of his engine, along with headlight system woes (both with the lights, and with the raising mechanism which had its own set of noises). Mike Drew was able to get an airline trip with a 33-hour Seattle layover on a Saturday, and that provided the impetus for the club to get together to have a party at the house to tackle the problems.



The 'bad bearing' turned out to be a squeaking drive belt, which sounds simple enough to resolve, but it turns out that the system didn't allow for any further adjustment, and he couldn't find a replacement belt that was the proper length.

The electrical portion of the headlight problem was sorted by the club's electrical guru, Doug Braun, but the mechanical part proved daunting. Mike diagnosed it as a broken gear in the headlight mechanism, and the others falsely believed the radiator needed to be pulled to fix it. Mike was able to whip into the wheelwell and withdraw the offending system in a few minutes.



Lacking the necessary parts to fix it, and with everything available in his parts room, he agreed to simply go home and build him a complete replacement gearbox complete with brass gear, and manual knob to raise the lights in the event of electrical failure (the car was inexplicably missing this portion of the system). Chris is planning on hosting another party in a few weeks to get the new parts all installed so that he can drive the car at a fall Pantera gathering.

Pantera Testing: Mike was poking around on his shelves and stumbled across a binder he acquired years ago, which contains a comprehensive report from Ogden Technology Laboratories, Inc., a private testing firm that was contracted by Ford to handle all the vehicle testing required to get DOT and EPA certification for the Pantera. The lab was given four extremely early Panteras, chassis numbers 1005, 1006, 1010 and 1011, and used them to test everything from windshield wiper effectiveness to emergency brake effectiveness, response to sudden tire blow-outs, seat belt anchor strength and many other things as well. Eventually at least one, perhaps two of the cars were crash-tested (and failed, which prompted some hasty chassis reengineering), but the crash test results were not included among the paperwork he had.

Three-Slot Wheel: The yellow Pantera prototype, which was famously photographed among Roman statuary, along with the first handful of preproduction Panteras (including the four listed above) were all equipped with the very earliest iteration of the famous Campagnolo wheel. The original design utilized three slots, but these were never used on cars that were sold to the public. The earliest public cars (the oldest known on record is chassis 1014, owned by Bjorn Carlsson in Sweden) had one-slot wheels, and starting partway through the 1971 model year, the



cars were equipped with various iterations of two-slot wheels. This means that three-slot wheels are very, very rare indeed, as they were never on cars that were sold to the public (although #1006 is in private hands, in a derelict state, and missing its wheels).

Amazingly, Mike Drew opened a box and had a three-slot wheel to show to the crowd! The story was equally amazing—famed Pantera retailer Mike Mayberry, owner of the now-defunct Mayberry Lincoln-Mercury dealership and the man who has sold more Panteras (over 400) than anybody

else on earth, stumbled across a stash of Pantera parts in the Midwest and arranged to buy them all. Among them was a three-slot wheel, something he had never seen before and knew nothing about. It had been repainted in gold, and had some paint marker markings on the inside of it indicating it was originally destined for San Francisco.

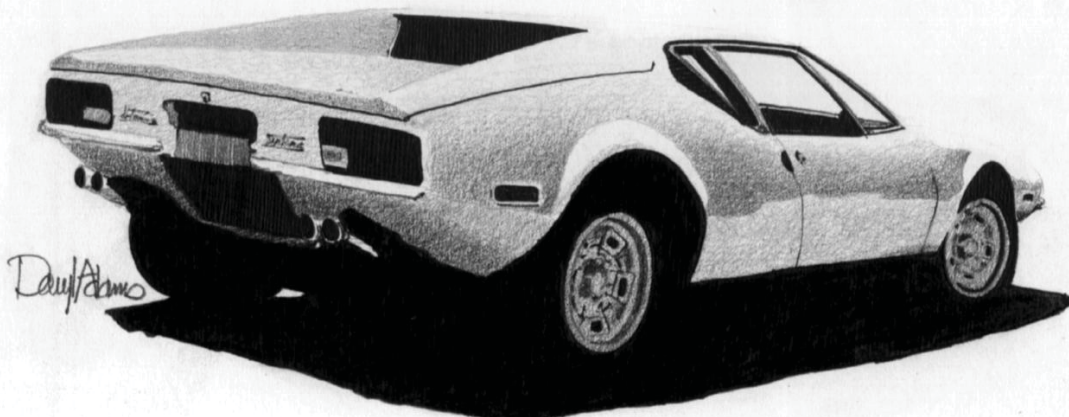
Since Mike Drew is the acknowledged Pantera Wheel Dork, Mayberry phoned him to ask him about it. Mike expressed great interest in acquiring it, but neither knew what a fair price might be. Mayberry then called Steve Wilkinson who said he had seen one once, and thought it might be worth \$500. Larry Stock told him it was a \$1500 proposition (he had never seen one in person). Then Mayberry called and said that because Mike had done him a number of favors over the years, including tipping him off to several barn-find Panteras which he was then able to buy and restore, he was going to simply drop the wheel in the mail and send it to him as a gesture of thanks!

Mike subsequently painted it silver before bringing it to the meeting, and it is now a treasured part of his De Tomaso memorabilia collection.

Raffle Results: Standing in for the missing Erik Kolstoe, Steve Liebenow and Brett Santos ran the raffle with the following results:

Pantera Polo Shirts — Brett Santos, Gary Kono
Water Wetter — Ken Bredlau
Gojo Hand Cleaner — Forest Goodhart
Le Mans Classic souvenir cup (featuring Pantera) — Steve Dalcino
Pantera French Connection poster — Ken Bredlau
Magnetic work light — Mark Bailey
Oil change kit (5 quarts plus filter) — Mike Drew
Musclecar book — Ken Levin
Nuts and Bolts book — Barry Hosier
Kimi Räikkönen autobiography — Steve Dalcino
351C book — Garth Rodericks
1001 High Performance Tips book — Garth Rodericks
Pastoral art prints — Forest Goodhart, Jim Gaziewski, Mark Bailey

The meeting adjourned at about 8:45 p.m.



Membership News

New Members for August:

Welcome **Larry Real and Brita Bayless** of Shingle Springs (outside of Sacramento) to PCNC! Larry is the proud new owner of a Pantera #3492 that was originally purchased new at Los Gatos Ferrari in 1973. Larry purchased the one-owner car from the estate of the original owner, who was never involved with the club. It's a beautiful red Pre-L



that was treated to a tremendous refurbishment with tasteful flares and a fully detailed engine bay. Despite this, car car was and will remain a driver! Larry brings a similar story as many of us to the table—he always loved Panteras as a kid, and finally reached a point in his life where it made sense to get one. He is also in the process of restoring a '65 Mustang fastback.

(As an aside, he bought this car from Dodi's in Monterey that was consigning it for the owner's son. He had previously been the high bidder for the late Henry Kirk's Pantera on Bring A Trailer, but he was unable to work out a deal after the auction ended as a no-sale, and fellow new PCNC member Tom Machado wound up buying that car).

August Membership Anniversaries:

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

Jack DeRyke: 43 years

Tom Galli: 23 years

Corey Price: 12 years

Walter Miranda: 9 years

David and Pam Lindsay: 8 years

Shawn Conway: 4 years

Joe and Julie Golden: 2 years

Forest and Judy Goodhart: 35 years

John Cho: 13 years

Denny and Bonita Morse: 12 years

Dennis and Liz Valdez: 9 years

Ken Bredlau: 6 years

Paul Fahndrick: 4 years

Unfortunately, we have lost several members who have sold their Panteras or otherwise decided to cease their membership, including **William Wheeler, Robert Canepa, Lee Patterson** and **Anita Kuehne**.

Kopr-Shield Magic

Story and Photos by Mike Drew

My ignorance of automotive electrical systems is something I've never tried to conceal. Over the years I've had a host of electrical issues which have been resolved through the help and aid of people who are far smarter on such things than I am.

Recently I was working on Chris Kimball's Pantera up in Seattle. Also present was Doug Braun, who has owned his Pantera for decades and is well-known in Seattle for having the Big Head when it comes to all matters electrical. (Coincidentally, the legendary Bill Taylor has retired from his management of the system-by-system Pantera electrical diagrams he produced over 20 years ago, which are hosted both on the POCA website and www.panteraplace.com, and Doug has taken over the project, issuing updates and improvements when and where needed).

Chris had a problem with his headlights working properly, and Doug had been called in to rectify the situation. While there, he showed off a tiny bottle filled with what he claimed was a magic potion guaranteed to improve electrical conductivity.

Called Kopr-Shield, this stuff has the appearance of high-temperature anti-seize (and in fact does have some anti-seize properties, although this is not its primary purpose in life; in fact the manufacturer markets an anti-seize product separately, which may or may not be the same stuff in a different bottle?)

Kopr-Shield is made and marketed by a company called Thomas & Betts, which was founded by two young engineers from Princeton University in 1898. They were among the initial suppliers of conduit to electrical distributors during a time when incandescent electric lighting was first introduced to the New York City area. They also invented cable ties in 1958 to facilitate assembling wire harnesses in airplanes. Over the years they grew and expanded through the acquisition of leading brands in the power production industry. The com-

pany was acquired by a Swedish-Swiss multinational called ABB in 2012, but remains as a stand-alone entity supplying all sorts of industrial electrical components.

Among their products is Kopr-Shield, which is a conductor termination compound. It's electrically conductive and corrosion-resistant. During the mid-1960s to early 1970s, homes were built with aluminum (instead of copper) wiring, due to high copper prices at the time. While aluminum had many benefits, it also had big drawbacks, and Kopr-Shield was invented to help cope with them.

According to Doug, automobiles can also benefit greatly from the use of this product, especially older cars with wiring that can be subject to corrosion with an attendant increase in resistance, drop in voltage, and general lack of performance. Looking exactly like copper anti-seize, this stuff literally

copper-plates mating surfaces to improve conduction and ground continuity. It seals out moisture, corrosive fluids, and gases in threaded connections, and protects against most corrosive solutions. It assures lower contact resistance, and contains fine rust and corrosion inhibitors.

Doug says when he is working on a Pantera, he removes each fuse, and polishes and burnishes the contacts on the fusebox along with the ends of the fuses, then puts a dab of Kopr-Shield on each end of the fuse before reinstalling. He coats both battery terminals with the stuff, and also uses it between the ground strap and the body. He just raved about its effectiveness.

Unfortunately, it is fairly expensive. He held a tiny bottle in his hand and said it cost \$30! The giant economy size 16oz bottle is knocking on a hundred bucks! Nevertheless, I was determined to get some, and I was amazed to find a source blowing out the large bottles at a greatly discounted price, leaving me with a dozen lifetime's quantity of the stuff. So I went on Amazon and bought a case of small plastic bottles with brushes in the lids, and am slowly transferring the contents of the big bottle to these little bottles.

Like anti-seize, Kopr-Shield has tremendous migratory tendencies. You can set out to put a dab of the stuff on an electrical component, but inevitably some will find its way to your finger. You will then scratch your head and transfer it to your hair, then you will put on a hat and transfer it to your hat, then you will set your hat down on a couch and transfer it to the couch, then you will sit on the couch and transfer it to your jeans, and so on. So it requires a great deal of discipline to keep track of every place this stuff initially goes (both intended and otherwise), and then thoroughly clean up as soon as you're done using it.

Come to a PCNC meeting and you will likely find a bottle or two in the monthly raffle!



This stuff costs a fortune in consumer quantities, but occasionally a huge bottle can be found for a reasonable cost. The contents of this large bottle will soon be distributed through the raffle at the monthly PCNC meetings

Tackling A Nagging Overheating Problem

Story by Mike Drew

Photos by Mike Drew and Garry Choate

In all their simplicity, and with their faults well-known and solutions all identified long ago, there is no reason for any Pantera to be anything other than a paragon of reliability. I am pleased to say that my car has long been in this category, and until a few years ago, after much work by many PCNC members, Lori's was too.

But a couple of years ago, an annoying problem crept up with Lori's car. Shortly after initial startup from cold, the water temperature gauge would rise somewhat rapidly, and after a few minutes it would be firmly in the red. Some judicious knocking on the glass of the gauge would usually bring it immediately down to a more normal indication. Over the years I've tried various strategies to rectify the problem. I'm handicapped by the fact that I am a complete electrical imbecile, but I make up for that significant shortcoming by having a fairly comprehensive assortment of parts I can throw at any

given problem.

And so, I've changed the sender, changed the gauge, and bypassed the factory sender wire and strung a new one, none of which seems to have definitively solved the problem, although it must be said it hasn't happened for a few months now.

Along the way though, we got accustomed to dismissing the reading on the water gauge while underway because it was known to be notably inaccurate, sometimes. At freeway speeds it usually read slightly lower than mine, around 170 degrees or so, and in traffic and idling, it always read much higher than mine. As both cars have exactly the same cooling systems, consisting of Edelbrock water pumps, Hall Pantera heavy-duty brass replacement radiators (not the ridiculous "Phoenix" models which even Gary Hall himself admitted didn't work except at racing speeds), and Hall heavy-duty replacement pusher fans, one would think they



A improperly reading gauge which would periodically swiftly peg out shortly after startup, but would then return to an accurate reading after knocking the glass, initially concealed an actual overheating problem

would behave similarly. Yet while at one point both cars had always been rock-solid in the 170-195 range regardless of atmospheric conditions or driving conditions, in recent years Lori's car drifted from that standard.



The known indication problem initially caused us to discount the high temperature readings when the car was stationary in traffic. We should have known better since it always cooled once underway



Investigation with a laser temp gun revealed that the indications were correct—this car had an actual overheating issue!

Again, we tended to dismiss the readings on the gauge because her gauge was so often visibly wrong. It was only incidentally that a year ago I decided to actually measure her water temp with a hand-held digital thermometer to prove that there was really nothing to worry about. Imagine my surprise when I discovered that at that particular moment, when the gauge showed the car was running hot, it was *actually* running hot!

Wait, this can't be right? Panteras have a legendary reputation for

overheating problems, but we have all solved those long ago, haven't we? This car ran perfectly for years and nothing seemingly had changed, yet now it was definitely acting up?

Thanks to the overall quality of the components in the cooling system, apart from a slightly uncomfortable indication on the water temp gauge, the car never actually misbehaved. It never showed any external signs of overheating, meaning no steaming or teakettling from the water bottles, or dumping coolant on the ground. Were it not for the gauge, we never would have guessed it was running anything other than perfectly.

Still, now we knew there was a problem, and even though it had never progressed to an out-of-control situation, Lori was Not Happy. I don't know how many of you have experienced wives who are Not Happy, but I can tell you that it is not a situation to be taken lightly. Thus we set out to find the problem and solve it.

We knew that the car was extremely well-behaved when driving down the road, and the problems only manifested when it was stationary. This suggested that the cooling system itself had sufficient capacity and was capable of doing its job under the right circumstances. Over the years, numerous explanations and remedies for Pantera overheating have been shared, so we set out to tackle the most likely culprits (and, it must be said, the easiest to rectify).

The first possibility was air in the cooling system. The Pantera's cooling system, with its radiator in a different ZIP code from the engine, can create a host of problems. There are many places for trapped air to hide, such that when the water bottle appears full, in fact it is anything but. Air in the cooling system creates a host of difficulties, and often leads to symptoms like we were seeing.

At the bare minimum, it's necessary to ensure that the radiator cap is in good health, because a leaking cap will sometimes allow coolant to overflow past it and down the sides of the bottle when the car heats up and the fluid expands. Even if that doesn't happen, if it only has a slight leak, when the water heats up it will be pumped out the overflow hose into the expansion tank (as designed), but when it cools and contracts, instead of the water being sucked back into the system (as designed), air can leak past the seal. With each iteration of heating and cooling, more and more air can be sucked into the system, which can make an overheating problem progressively grow worse and worse.

We removed the radiator cap and inspected the neck of the tank to ensure it was free from corrosion, and perfectly flat, both necessary to ensure a good seal. We then just bought a new cap for the hell of it, because they are inexpensive and some people seem to think they have a limited lifespan (even though the existing cap was relatively new).

Under normal circumstances, bleeding the air out of the cooling system is a laborious and time-consuming chore,

requiring several days of heating the car up to temperature with the rear end elevated, cracking the bleeder at the top of the radiator to vent out any air, then closing it and allowing the car to cool down again, followed by topping off the pressure bottle, all the while ensuring the overflow bottle is 'partially filled' (which is the extremely vague guidance found in the Pantera shop manual).

I'm blessed to have a shop-air-powered vacuum cooling system bleeder, which uses the venturi effect to create a vacuum across the top of the radiator (or pressure bottle in the Pantera's specific case). A partially filled system will develop up to 20 inches of vacuum as the air is sucked out of the system. By manipulating various valves on the tool, that vacuum can then be used to suck additional coolant from a supply bottle to displace the air that had been extracted. Once zero vacuum is indicated, that means the system is completely filled and devoid of any air.

Her bottle was filled to the top, and I hopefully affixed the tool and ran it, only to discover zero vacuum on the first go. That suggested there was zero air in the system.



Once the easy solutions were all exhausted, we set out to check the engine timing, which necessitated the removal of the interior cover

Okay, what next? Well, some people have said that altered ignition timing can cause overheating. It's always possible that the distributor could have slipped somehow, so the next chore was to tear into the front of the engine bay, break out the timing light and ensure all was as it should be. Not surprisingly, the readings were spot-on.

With the front of the engine exposed, the thermostat housing was staring us straight in the face. A sticking thermostat could result in coolant circulating in the engine and not moving forward to the radiator, and even though this would result in a high temperature indication at the engine and a lower indication at the radiator, which we were not seeing, since we were in the neighborhood anyway we decided to check it out.

After a few minutes of faffing with wrenches and plastic chisels, the pipe that incorporates the thermostat housing was lifted off the top of the engine and the thermostat was withdrawn. As the motor was professionally built, and also because it had run fine for a few years after the rebuild, I knew that the critically important brass thermostat bypass disc was present in the top of the block, but I gave it a look with an inspection mirror just in case it had somehow become dislodged. As expected, it was right where it was supposed to be.

With the thermostat in-hand, we withdrew to the kitchen to test its operation, with a brand new thermostat alongside for comparison. Both were dropped into a pot of water and placed on the stove, with a meat thermometer suspended above the pot by punching it through a piece of cardboard laid atop the pot, so the probe was in the water but not touching the bottom of the pot. As expected, as the water heated up, both thermostats slowly opened and closed in unison, and were fully open at 180 degrees. Even though it was demonstrated that the existing thermostat (which was only a few years old) was working perfectly, because both were in-hand, the new one was installed for peace of mind.

The next possibility was the radiator fan wiring. Both fans were grounded locally through diodes affixed to the fan support brackets, rather than using



A simple meat thermometer is the best device for testing the proper functioning of an engine thermostat. Suspend it over the pot so the end of the probe doesn't touch the bottom of the pot, and watch for the thermostat to open and close at the appropriate temperature. In Lori's case, her thermostat was operating perfectly

the stock ground wire which carries the ground signal all the way back to the crowded ground stud behind the dashboard. Diodes are useful on cars with 'sensitive' ignition systems such as MSD. On some cars so-equipped, the spinning fans can behave like generators when the key is switched off and the power supply removed. The inertia of the spinning fan blades keeps the motors turning, and they feed electricity back through the car to the MSD box, which prevents it from switching off. In that case, the engine will keep running briefly (and roughly) after the key is turned off until the fans have slowed down sufficiently to reduce the amount of power being generated. Just stepping on the brake to illuminate the brake lights is normally sufficient to create enough draw on the electrical system to let the ignition box shut off, but still, one shouldn't have to do that. If diodes

are introduced to the fan ground wires, it only allows current to flow in one direction and makes it impossible for them to act as generators.

Even though Lori's car has a rather more conventional ignition system, since I had a bunch of diodes in the house, we installed some a few years ago because her car occasionally 'dieseled' at shutdown. The diodes didn't seem to have much effect, but they also weren't harming anything so they were left in place.

During my research into this frustrating cooling issue I learned that diodes don't come without a cost. Bill Taylor's excellent wiring diagrams of the Pantera electrical fan circuit include a page about this fan-generated run-on condition with several suggested strategies to contend with them. There is a single sentence in the paragraph about incorporating diodes that says that they

will reduce fan voltage by about 0.7 volts. I interpreted this to mean that it would marginally slow the rate the fans spin when powered. 0.7 volts doesn't sound like a lot of difference, but the installation of diodes didn't seem to have done anything about the dieseling and since they do have an associated disadvantage, it was a logical decision to simply remove them.

This accomplished nothing.

The fan motors in the car were actually a gift from a Pantera vendor. He had ripped out a complete (and presumably perfectly good) Hall cooling system and replaced it with an all-new, shiny replacement, and had thrown the old radiator and fans on his junkpile. I found them there during a visit more than ten years ago and as Lori's car at the time had a badly leaking stock radiator and stock fans, he kindly agreed to give them to her for free. We had the radiator completely rehabbed and pressure-tested before installation, and once it and the fans were in place the car ran cool for years. But the fans were the next possible culprit, as they weren't new when installed.

I have collected a variety of used Hall fans over the years, and passed most of them off to other owners, but I did have one left on my shelf, so on a whim I swapped it out for one of the existing fans to see if it spun any faster.

Nope.

A different Pantera vendor I spoke with about the situation suggested that the radiator might be the issue, while not-so-subtly pointing to his shiny, new and very expensive replacement. The fact that the car ran cool when air was flowing over the radiator tended to discount that theory, but his comment was overheard by the one who was Not Happy, and after having exhausted seemingly all other explanations, and not wanting to buy a new radiator for no good reason, a compromise was reached whereby the radiator would be returned to the (excellent) radiator shop in a nearby town to be rodged out.

This is something that was routinely done 50+ years ago but is almost unheard of now. One of the end tanks is de-soldered, and rods are inserted into each of the cooling rows to dislodge

any debris that might have accumulated therein. If a radiator is half plugged with mud, obviously it won't cool the car.

The owner of the radiator shop voiced great skepticism when presented with this pristine-looking radiator, but grudgingly agreed to take it apart. A week and \$250 later, we got the radiator back. He reported that as he had presumed, there was hardly anything inside of it, and he solidly stated that the radiator wasn't the cause of our problems and suggested that it was probably an airflow issue.

In the back of my mind, I had always thought that a vacuum leak somewhere might be causing the overheating issue. If air is introduced into the combustion chambers in an uncontrolled fashion, the mixture can become excessively lean, and a lean-running engine will run hot.

Because we hadn't seen Garry and Sue Choate in a long time, and also because Garry is a very, very smart cookie, I reached out and invited us to go over there for a bit of a tech session and steak dinner (and we brought the steaks). So we fired up her Pantera and drove up there, with the temperature gauge reading 175 degrees the whole time. When I pulled off the freeway I leapt out and zapped the radiator and pressure tank with my digital temperature gun, which confirmed that yes, in fact, it was running at 175 degrees.

When we arrived at the Choate Estate, we allowed the car to sit and idle in the sun while observing it. Slowly the temp needle crept up on the gauge, and the numbers on the temp gun grew correspondingly larger. We decided to take a look at the fans first.

When I removed the cover between the front of the body and the top of the radiator (a very good thing to have by the way, as I've seen more than a few Panteras with this critical piece of cooling infrastructure missing), Garry immediately noted that the spinning fans were a fair distance away from the front of the radiator. I confess I hadn't noticed that since reinstalling the radiator, the fans were left about 1/2 to 3/4 inch from the face of the radiator. He had me hold my hand above and alongside the spinning fan blades, and lots of heat

poured off. Placing my hand behind the radiator revealed comparatively little air passing through it, and when air doesn't flow through a radiator, the radiator can't do its job. We shut the car off, and I repositioned the fans so that they almost touched the radiator, then started it up again.

The difference was immediately apparent. While there was still some air blowby in the front of the radiator (the religious Pantera cooling zealots who proclaim the superiority of sucker fans are undoubtedly correct), now there was a slight breeze coming from the back side of the radiator, indicating that repositioning the fans had dramatically improved their effectiveness. Testing with the temp gun showed a reduction of some 10-15 degrees.

Progress!

But it was still hotter than I would like.

Back in the 1980s, when people ran around with stock cooling systems and routinely suffered from overheating, it was common to fit a third fan to the back side of the radiator. I happened to have an old sucker fan in my parts stash that I brought with me for testing purposes. Unfortunately the architecture of the Pantera prevents simply sliding it into place, either from above or below. No, the radiator needs to be unbolted and tilted forward to gain the necessary clearance, and that in turn necessitates removing the radiator fans, so I removed the fans and shifted them out of the way, then unbolted the radiator and tilted it forward and lay the sucker fan in position, then reinstalled the radiator in its upright location and repositioned the fans appropriately.

Unsurprisingly, the fitment of a third fan proved successful, and it knocked another 10 degrees or so off the indicated and measured temperatures. Although sucker fans are normally marketed with custom cousins of zip ties, intended to pass through the radiator and affix the fan to the fins and tubes, painful experience of others has shown that sometimes these things can act like little saws, and actually wear holes in the cooling tubes, causing the radiator to leak. Too, the fitment of a third fan properly requires the installation of a separate

power source and controlling relay, both of which were far beyond the scope of the day (which had a very important social component as well). But at least we had verified that a sucker fan to augment the two pusher fans would not be a wasted effort.

Up until this point, we still hadn't addressed my nagging concern that the idle-only overheating issue could be caused by a vacuum leak. So we positioned the car inside the garage (until now we were deliberately working under the bright sunshine to aggravate the overheating condition) and gave a good listen.

I could hear a distinctive whistle at idle emanating from somewhere in the engine bay. The super-duper customized Holley 650 double pumper on Lori's car started life on my own Pantera, then when I got my GT350 clone it migrated over to the 302 there (and my Pantera got one of Larry Stock's custom-built 700 double pumpers), and it subsequently moved to Lori's Pantera as my GT350 was getting a 331 stroker built so it wanted the 700, and my Pantera's new 408 stroker demanded a custom 750. So this carb has been around for a good long while. It's been professionally rebuilt more than once, and delivers exquisite throttle response, but the potential existed that it could be the source of a vacuum leak.

The first thing I did was to snug down the four mounting nuts, hoping to find one or more of them desperately loose. All four needed about 1/4 turn, which was promising. I then noted that the throttle cable linkage on the side of the carburetor was fouling one of the intake manifold runners, and it needed a



Carefully adjusting the idle mixture screws with the engine idling (richening the mixture, which in turn causes the idle speed to increase, then turning the idle speed screw to return it to its normal 800-1000 rpm idle) resulted in a notable improvement in the sound of the idle, and an immediate reduction in water temperature. Success!

bit of bending to ensure proper clearance. The throttle cable return spring preload was judged to be insufficient, which meant the throttle didn't fully close by itself. When the preload was adjusted, the adjuster also struck an unneeded boss on the top of the intake. Out came the die grinder, aluminum chips flew, and clearance was created. The throttle had to be cycled repeatedly by hand with the engine off to ensure there were no more clearance issues, and to my surprise I noted that with each movement of the throttle, a tiny trickle of fuel leaked out of the butterfly shaft.

A-ha! The carb doesn't leak any fuel at all when the engine is running because the engine is sucking everything through the intake manifold. But if fuel can leak out when the engine isn't running, that means that a slight amount of air can leak *in* when it *is* running.

Vacuum leak found!

Unfortunately, there is no practical way to seal a leaking throttle shaft. But the carburetor otherwise works perfectly, and has benefited from the

ministrations of one of the best engine guys in the world, John Cristian, who actually set it up on Roush Racing's NASCAR team carburetor vacuum dyno. So this isn't something to casually just pitch into the trash.

But armed with the knowledge that a slight amount of air was leaking into the carburetor when the engine was running, I deduced that the conventional technique for adjusting the idle mixture screws wouldn't quite work. Normally one starts off by turning them all the way in, which closes off fuel delivery at idle, then backs them out one and a half turns for an initial starting setting. While the best technique for adjusting them is to hook a vacuum gauge to the vacuum port on the carb and turn the screws until the highest vacuum is reached, the more expedient method is to turn each one in until the engine starts to stumble, then back it back out again until it recovers.

We did this on both sides, and then added an extra third of a turn for a bit more fuel added to the mix. The

exhaust tone immediately changed and improved, without any excessive fumage which would indicate an overly rich condition. Compared to where we had started, each idle mixture screw was turned about a half-turn out.

This new, richer mixture generated immediate improvements and the water temperature dropped a further 10-15 degrees. The car (which was thoroughly warmed up) was then allowed to idle in the hot sunshine for an additional 15 minutes, with both the indicated and measured water temperature showing about 195 degrees!

Considering that the Pantera was originally sold with a 192-degree thermostat because Ford engineers felt that 192 degrees was the optimum temperature, this represented an unqualified success. (It also meant that a new radiator and/or sucker fan or fans were now no longer considered necessary). Needless

to say, Lori was quite pleased with the outcome, especially after having aided in so many unsuccessful attempts at diagnosing and fixing the problem.

We buttoned everything up and got washed up, and then spent a wonderful afternoon and evening with Garry and Sue. The sun had set by the time we left, although it was still in the 80s outside. The whole way home, with the headlights on, the temperature gauge was rock-solid on the 190 degree mark, and when we pulled into the garage and shut the headlights off, the needle instantly dropped to about 180 degrees, which was confirmed with the temperature gun, indicating that the 180-degree thermostat is doing its job properly of regulating the temperature to achieve that minimum level (there are few things worse for an engine than running too cool; although 160-degree thermostats are available for the 351C, running that

low will cause accelerated engine wear and offers zero benefit).

At last, the long overheating ordeal is over!

It's worth noting that both her Pantera and mine show a very pronounced and visible jump in the water temperature gauge indicated temperature whenever the interior lights are illuminated. This has been an ongoing situation on my Pantera for almost 20 years and although I believe I know exactly how to fix it, until now I've been too lazy to do so, instead choosing to simply interpret the gauge differently whenever the lights are on, secure in the knowledge that actual temperature is lower than the indicated temperature. But now that Lori's car is known to be doing it too, at the risk of her becoming Not Happy about it, I intend to address the situation on both cars. So stay tuned for a follow-up report!



After lots of false starts and wrong turns, we have finally reached our objective—to have a happy Pantera owner!

When Electronics Get Picky!

Story and Photos by Steve Liebenow

Recently I had reason to replace my Group 4 tail lamp housings and lenses in our car. Old plastic, road vibrations, and questionable installation technique put them in an undesirable state. I sourced a good set of stock used housings and lenses, and finally when I had a little spare time just before the Reno POCA Fun Rally show, I attacked this “little” project. What could this take for time, a couple of hours at best? I can knock it out in no time flat.

HAH!

The old housings nearly fell off the car, and after cleaning up the new used pieces a bit, on they went. I had cleaned up the electrical ground connections with a stainless brush, looked for damaged pins in the large rectangular connector, blew the dust out of the corners, and made certain that the bulbs, their sockets and springs were in good working order. I had also bench-tested the taillights with a battery and jumper leads just to be thorough about it. Everything was looking good. I felt I should be done in no time!

Before I put the lens in place it was “test” time. Right hand turn signals, check. Running lights, check. Brake lights, check. Good! I put on the lens. Left hand turn signals...hmmmm. Not so good. Left brake lights...really HMMMM! It seemed something was amiss! Now instead of the turn or brake lights beaming brightly into the garage, I had *all* of the bulbs in the housing illuminated, but with barely glowing bulb elements???????

Wait a minute. I took a tail lamp out, put a new one in, and now they stopped working? I double-checked the wiring to the connector sockets...maybe someone moved something around in the past...nope...same-same! I went so far as to reconnect the old unit which I had just removed, hung it by the connector and used a jumper wire to connect the ground to it, and all was fine? What????

I moved the big connector and the original ground wire back to the new used piece and gently snugged the

mounting nuts down, and got the same slightly glowing elements in all of the bulbs on that side! This is crazy! All of the theory that my electronics teacher had hammered into my head second quarter of electronics school, is now bunched up in my brain and spinning like crazy!

I have read about issues with other people having grounding problems in their cars for one reason or another and that this problem seemed similar. I

looked carefully at my bits—the mounting stud comes out of the housing plastic, has a wire eyelet on it for ground, the stud passes through the body panel, the chassis wiring eyelet goes in place on stud and a brass-ish looking nut is tightened down on this “sandwich” of connections. All was clean, with no garpy green connectors, just clean metal. What gives?

After busting out the DVM (Digital Volt Meter) I was still stumped. I was



Two different styles of star washer (inside and outside teeth) are shown with the factory ground wire connector and nut. The stud in the background was clean and the paint sanded away from the body, but it was the star washers that enabled the connection to actually flow electrons

getting 12V at all the wires that are supposed to have it. Now here's where things get a little fuzzy! I reattached the old housing just to see what happens... and again it worked. At that point after I reconnected the tail light connector to the new housing, I used a jumper wire (with proper alligator clips on its ends) to reconnect the ground wire to the tail-light stud instead of the retainer nut, and now it worked! WHAT?

I removed the jumper wire and reconnected the chassis ground wire to the mounting stud with the factory nut, and it failed!!!! We're getting somewhere...but where?

Back to the DVM. In resistance mode, measuring OHMs of resistance, I checked the chassis ground wire eyelet, where it is crimped on the wire, to the mounting stud and found it to be open!!! No connection! How can this be????? All of the wires were showing nice shiny aged brass, the stud was clean, the threads were clean, the nut was clean, the chassis connector was nice shiny aged brass—but somehow they were not moving electrons to the tail light assembly!

I again busted out the jumper wire, removed the housing from the car, left it connected to the big white plastic connector, and jumpered from the chassis ground wire eyelet to the tail light ground wire stud and it worked. Okay, bad connection, but how?

Here is where the average caveman with wrenches would start cutting wires and splicing bits on it with permanent splice crimps, or even worse, simply winding the wire ends together, with no solder and applying six inches of black vinyl tape. The slightly-above-average caveman would have used solder so that the next time you removed the tail light you would need to cut the wire...ugh.

I walked out to my shop, about 120 feet or so, brooding the entire way, wondering what the heck was going on here. I dug through my little \$19.99 plastic boxed collection of all sorts of tiny screws, washers, and nuts, probably from Orchard Supply or such way back in the '80s, and came up with a good sturdy star washer of close-to-the-needed size. (A good deal of higher quality parts have ended up in these little drawers over the

years as I sorted "pocket" nuts, screws, washers into them, and I wanted one of them, not the cheap soft metal version, not for this job!)

I walked back to the garage with my new fix-it-all star washer, and lo and behold, it worked!!!! Electrons were now finding their way to ground properly!!! All that money that mom and dad spent on my education worked!!! I fixed something!

But why was that nut/stud not being "conductive" once it was tightened against the wire eyelet to the stud to the housing eyelet? I don't know. But if I used the sharp points of my DVM test leads, I could make the connection and it would read zero Ohms as it should.

The star washer broke whatever insulating element was present in this mix and allowed students of Edison's work to make light!!!

I could have dug deeper. I could have grabbed some 220-grit sandpaper and attacked all of the surfaces of these connectors. The stud was conducting, as was the nut, but why fix something that was now working? I was done. I was ready for Reno!!! There should have been a star washer there in the first place!

Hmmm, but now a new problem has arisen. How come I now need to push so darned hard on my brake pedal to get the brake lights to come on?

That's a story for another time....



The star washer was installed in between the nut and the eyelet on the factory ground wire, and suddenly everything started working properly once more



Photos
courtesy of
Ron Kimball Studios
& Mike Subocz

Best of Show 2022

27TH ANNUAL
IRONSTONE
CONCOURS d'ELEGANCE
SEPTEMBER 23, 2023

VEHICLE REGISTRATION
THE CONCOURS d'ELEGANCE WEEKEND

Friday, September 22, 2023
Ironstone Vintage Back Roads Tour
Cars & Stars Dinner

— & —

Saturday, September 23, 2023
Concours d'Elegance
Patron's Tent and Luncheon



27TH ANNUAL
IRONSTONE
CONCOURS d'ELEGANCE
SEPTEMBER 23, 2023



CONCOURS d'ELEGANCE
WEEKEND

FRIDAY, SEPTEMBER 22, 2023

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 Dinner Under the Stars
and Silent/Live Auctions
in the Amphitheatre at Ironstone Vineyards

SATURDAY, SEPTEMBER 23, 2023

Concours d'Elegance

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

Patron's Pavilion and Luncheon

10:00 am – 4:00 pm
Wine Tasting and Lunch on the Field

Luncheon in Music Room

12:00 pm – 1:30 pm

Awards Ceremony

3:00 pm – 4:00 pm



ironstoneconcours.com

Tax ID #68-0431851

2023 CLASS LIST

- A Antique
- B Vintage
- C American & European Classic Open
- D American & European Classic Closed
- E Pierce-Arrow
- F Packard
- G Austin and Bantam Cars
- H Wood Bodied Cars
- I Race Cars
- J Porsche 75th Anniversary
- 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 through 1973
- Q1 Mopar Muscle Cars through 1973
- Q2 Corvette through 1973
- R European Japanese and British through 1973 (to be divided based on entry mix)
- R1 Mercedes-Benz
- 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.

RULES OF ENTRY

ENTRY DEADLINE IS AUGUST 31, 2023

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 10:00 am to 5:00 pm on **Friday, September 22**. 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 2022 will not be eligible for judging in 2023. 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 on the stunning grounds of Ironstone Vineyards!

Concours Gives Back to Campership!

Through donations made by car entrants, Concours has donated over \$35,000 to support agricultural student summer camps and other educational programs. Thank you to everyone who has been a part of Concours over the years, as well as your continued support for youth agricultural programs!



ENTRY FEES

Entry fees are non-refundable. For one vehicle, the fee is \$90.

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 23, 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 2022 SPONSORS

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EVENT MAILING

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

27TH ANNUAL
IRONSTONE
CONCOURS d'ELEGANCE
SEPTEMBER 23, 2023

EVENT LOCATION

Ironstone Vineyards
1894 Six Mile Road
Murphys, California

IRONSTONE CONCOURS d'ELEGANCE
2023 VEHICLE ENTRY FORM

Entry Deadline is August 31, 2023

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 @ \$90 = \$ _____
(includes 2 admission & 2 lunch)

Friday, Ironstone Vintage Back Roads Tour _____ vehicle(s) @ \$125 = \$ _____
(2 guests)

Friday, Cars & Stars Dinner _____ guests @ \$85 = \$ _____

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

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

Additional Lunch Tickets _____ tickets @ \$40 = \$ _____

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.

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

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

All Italian Day Car & Motorcycle Show

New Date! Sun Sept 24th

(no more Alameda Antiques Faire traffic in the Tube!)



Please join ARA and SONC for **All Italian Day** at the Main Street Soccer Field in Alameda, California on Sunday, September 24th, 2023.

All forms of Italian transportation are welcome. This year marks the 36th anniversary of the event, with all event proceeds again going to Special Olympics of Northern California.

Exhibitor fee is \$25 per vehicle, including show entrance for the entire family. Pre-register at www.AllItalianDay.org . Or you can register at the event - anyone in an Italian vehicle should enter through the exhibitor gate, stop at the registration booth, and drive onto the field.

All lovers of Italian automotive art are also welcome! Spectator entrance is \$10 per person or \$20 per family, payable at the gate on the day of the event with cash, check or credit card.

If you have never been to this event before, check out Mike Drew's article about last year's All Italian Day in the November Pantera Club newsletter.





Brent Stewart
1239 Valley Quail Circle
San Jose, CA 95120



NEXT CLUB MEETING

**Thursday, August 31st, 2023
7:30 P.M.**

**DENNY'S
1001 East Capitol Expressway, San Jose
*NEW MEETING LOCATION!***

UPCOMING CLUB EVENTS

22-24 September ————— Ironstone Concours Weekend (Steve Dalcino)

24 September ————— All-Italian Car Show in Alameda (Mike Drew)

1 October ——— Little Italy Street Festival Italian Exotic Car Show (Gary Kono)

9 December ————— PCNC Christmas Party (Dennis Valdez)

REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH