



A Chapter of POCA

news

www.PanteraClubNorCal.com

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PRESIDENT

Mark Bailey
(669) 333-2544
MarkPantera73@gmail.com

VICE PRESIDENT

Andrew Duafala
(831) 454-6692
AndrewD163@yahoo.com

SECRETARY

Mike Drew
(707) 628-3317
MikeLDrew@aol.com

TREASURER

Larry Finch
(559) 281-3497
FresnoFinches@aol.com

CLUB STORE

Irene Smith
(209) 419-1366
IGSmith50@icloud.com

LIBRARIAN

Forest Goodhart
(831) 724-3763
ForestG@att.net

**MEMBERSHIP
COORDINATOR**

Brent Stewart
(408) 768-0649
Brent.Stewart@yahoo.com

**EVENTS
COORDINATOR**

Gary Kono
Gary5634Kono@gmail.com
(831) 359-8503

**MOTORSPORTS
COORDINATOR**

Bob Benson
(408) 209-7677
RCBSons1@aol.com

RAFFLE CHAIRMAN

Erik Kolstoe
(650) 743-2528
EKolstoe@gmail.com

WEBMASTER

Denny Morse
(408) 922-9336
Denman@gmail.com

Minutes of Meeting 31 August, 2023

The meeting was called to order by the president at 7:35 p.m. The other officers present were Mike Drew, Brent Stewart, Erik Kolstoe, Forest Goodhart and Gary Kono. There were 23 members in the room, plus three more attending virtually via Zoom, and one Pantera in the parking lot.

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

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

Club Store Update: After our success at the most recent Fun Rally, Irene is looking for input for possible new designs etc. for new club store merchandise. With the seeming demise of the Fun Rally (the 2024 rally has already been cancelled and so far there is no talk of any rally taking place in 2025), we will have to seek alternate means to market our merchandise.

Club Treasury Report: The Los Laureles event was planned perfectly and just about broke even, with just the slightest loss. Unfortunately we had two members who paid for their rooms but cancelled at the last minute, and we were unable to fill them from the waiting list.

Club Membership Report: Brent didn't have any new member news apart from that which had just been published in the newsletter.

Club Motorsports Report: Three PCNC members took part in the Checkered Flag Racing Association event at Laguna Seca a few days prior to the meeting. Mark Bailey used the track event as the site for the inaugural drive of the Coyote-powered Mach I Mustang project he had been working on for the past four and a half years. He fully expected teething problems and thus his expectations were low, but overall the day went better than he expected. He discovered that his mufflers, didn't, and got black-flagged for sound twice, this despite the fact that the sound limits were unusually high for this particular event. He had problems with his brakes, with his pedal going to the floor at the top of the corkscrew just after he had been black-flagged for the second time, and that ended his day. Nevertheless he was a very happy bunny indeed.

Several people have already signed up for the Turkey Bowl, a 105db Laguna Seca event put on by the Nor-Cal Shelby Club for the day after Thanksgiving.

Club Website Report: Garth Rodericks reported that progress on the new website is, well, progressing. He has now reached the limits of the low-cost/no-cost software he is using to build the site, and needs authorization from the board for funding to purchase various plug-ins which will allow him to fully flesh out the site.

Club Library Report: The contents of the library remain safe and sound, and available for check-out by any club member. Contact Forest Goodhart for more information.

Past Events:

Monterey Car Week: Car week came and went, and those who attended all had a terrific time. Attendance was notably down for virtually all the events however, which might be attributable to the extreme increase in the number of events taking place throughout the week. Steve and Merry Dalcino were commended for their great efforts to make the entire Los Laureles portion of the event run smoothly.

Watch for an article in an upcoming newsletter.

Drive Your Pantera Day: Although PCNC wasn't quite able to pull together a single event in the region where membership is the most dense, there were two very successful events on the periphery of our territory. Markus Woehler put together a drive and gathering in Monterey, and Carl Stein hosted a very successful lunch in Sacramento. See those stories elsewhere in the newsletter.

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.

Although the published event signup cutoff date is well in the past, for reasons unknown they extended it to 31 August, and it's quietly believed that because we are a favored group and occupy our own space, it may be possible to enter even now. Too, at least one person has signed up and paid but may not be able to attend, so at a minimum his space might become available at the last moment. Steve Dalcino will once again manage any last-minute changes.

All-Italian Car Show — 24 September: This traditional favorite will once again be put on by the Alfa Romeo club. 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.

Greg Taylor offered to show his Mangusta, but the organizer was a little bit reluctant, and instead asked him if he knew of anybody that might perhaps bring a new De Tomaso P72 instead? Clearly he is more than a bit out of touch. Eventually he contacted Greg and almost reluctantly said that his Mangusta would be allowed to enter. Feeling a bit nonplussed, Greg is weighing his options to see if he will choose to support the event or not.

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

Hearst Castle Rally?: Brett Santos announced that he had been in discussions with Jim Coyne, the president of California Highway Panteras of the Inland Empire, and Brett proposed that we have a combined Nor-Cal/So-Cal event on the central coast. Among the possible activities would be touring Hearst Castle, a backroads driving rally, and perhaps an overnight stop at Cambria. Given that there will be no POCA Fun Rally next year, this event could perhaps be scheduled at about the same time and would help fill that void. Stay tuned for further developments....

Club Business:

California Auto Museum Donation: Although it was resolved that PCNC would continue to make an annual donation to the California Auto Museum in Sacramento, that word wasn't actually articulated to Larry Finch, so the check hadn't been sent yet. Mark said he would put that on his list to do and ensure it was taken care of in the upcoming week.

PCNC Needs Help: Mark Bailey has yet to hear from anyone willing to step forward to take on the mantle of leadership of PCNC so that he can step into the Vice President role. Please contact him if you are interested in serving in this capacity (or any other club position).

POCA Needs Help More: POCA has several projected openings on the POCA board, plus the POCA Fun Rally has already fallen apart for 2024 and 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!

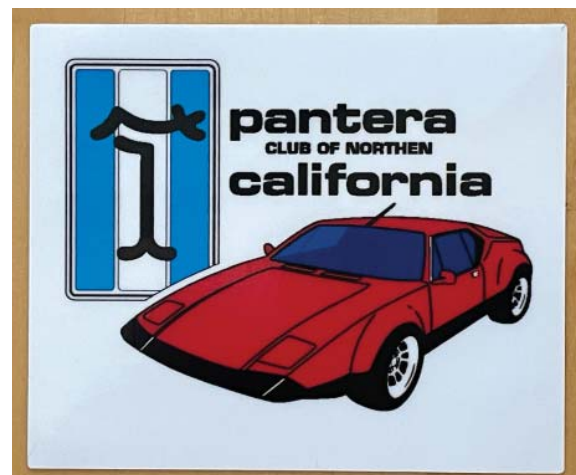
PCNC Charitable Contributions: In the past, the club used to to worthy charities selected by the members of the club. Originally we gave a fixed percentage of our club store sales proceeds, but later it was decided to make two, \$250 donations. Past recipients have included Pets In Need, the Alzheimer's Association of Northern California and Nevada, Canine Companions, The American Cancer Society, Guide Dogs for the Blind, The Greater Bay Area Make-A-Wish Foundation, and the Bay Area Chapter of the ALS Association.

Mark Bailey is soliciting nominations for charities to be considered. Please let him know if you would like to nominate an organization. A ballot will be generated and placed in an upcoming newsletter, with a vote to be held at an upcoming club meeting. Those who are unable to attend will be able to vote by simply letting Mark know what their preferences are.

Please contact Mark before the September meeting with your ideas, which will be printed in the October newsletter.

Buy/Sell/Swap:

PCNC Windshield Stickers: Some years ago, Mark Charlton, who is a PCNC member from one of the far-flung suburbs of Northern California (namely, Ottawa, Canada), produced a bunch of windshield stickers with the PCNC logo, featuring Panteras of various colors. A distribution was made at a club meeting back then, and then they were set aside until this evening, when they were once again brought out and distributed to the members present.



Loud Magnaflow Mufflers: Mark Bailey has already learned that his 3-inch inlet/outlet Magnaflow mufflers from his Mach 1 Mustang aren't up to the job of meeting Laguna Seca's strict noise regulations. They have been used only for a few hours, but are now surplus to his requirements as he seeks quieter mufflers. Contact him if you're interested in annoying your neighbors.

Brake Caliper Pistons Needed: Cory Price, another PCNC suburbanite (living in Utah) is rebuilding front calipers for another owner local to him, who bought his Pantera brand new. One of the caliper pistons is pitted and he is seeking a source for replacements. By coincidence, Mike Drew had sent some Gr3 caliper pistons to an owner in Sweden a few weeks earlier; they were sourced from an outfit an outfit called Classic Garage on the east coast (www.classicgarage.com). Although their website doesn't specifically list much by way of De Tomaso brake components (apart from Mangusta brake pads, oddly), it is almost assured they have all the stuff needed.

Pantera Metal Artwork: Larry Larsen brought along (and donated to the raffle) a beautiful CNC-cut piece of brushed steel artwork depicting a Pantera in profile view, which is made by his daughter. Her business is Signs By April and her number is (541) 922-8673. Apparently she is able to make all kinds of custom signs; contact her with your desires and she can make it happen!



News, Clues and Rumors:

Golden Restorations Seeking To Fill A Void: Several people spoke to PCNC member Joe Golden, who owns Golden Restorations in Ukiah. He has three Panteras, including one which was purchased as a wreck, and is giving each one a full restoration in an effort to demonstrate the capabilities of his business. He is seeking to become the 'go-to' organization for Pantera restoration work, and to that end, he recently purchased an engine shop (as one does). His three Panteras are being restored to fill three different categories—bone stock, modified driver, and wild monster car. The latter two cars are getting engines built to the formulas described by Dan Jones for Lori and Mike Drew's Panteras, respectively. He is also in talks with Lloyd Butfof of RBT-Trans to see about becoming an authorized rebuilder of ZF transaxles.

Brizzolaras Escape Maui Fire Unscathed: Lou Brizzolara was one of the members attending the meeting remotely via Zoom. He was asked about his status and fortunately Lou and Trudy's house in Maui was well away from the danger zone and was unaffected by the recent wildfire.

Hall Generosity: Mark mentioned that he had been ordering parts from Hall Pantera and speaking with Tara there, who reiterated her commitment to PCNC and promised to send raffle prizes for our upcoming Christmas Party raffle. Mike Drew then mentioned that when he bought his Pantera from Hall Pantera back in 1989, they were kind enough to give him both a T-shirt and a hat, and by coincidence he was wearing that very shirt that night at the meeting, some 34 years later! (And it still fits!)

Don Coleman Dinner: As Mike and Peter Kovacs were planning on spending the Friday night in Monterey prior to the Saturday Laguna Seca track day, Mike took it upon himself to organize a dinner with Don Coleman, who he described as The Most Famous Person You've Never Heard Of. Don, who was once a guest speaker at the POCA Fun Rally, was an executive at Ford in the 1960s and 1970s. Among his responsibilities, he was in charge of the V-8 Smallblock program from 1967 on, and oversaw the race motor division which provided the 302 engines to the Gulf GT40 team that won Le Mans in 1968-69, as well as all the Trans Am teams. He was responsible for the creation of the Boss 302, and subsequently, the 351 Cleveland (and he takes the blame for the intake and exhaust ports being far too large on both of those engines).

Later, he was chosen to be Ford's man in Modena for the startup of the Pantera program, so he and his wife moved there early in 1970. There, he oversaw the day-to-day operations and was in constant conflict with Alejandro De Tomaso, who viewed him as a threat to his authority. Conflict finally came to a head, and in 1971 De Tomaso was able to get him reassigned (promoted) to an unrelated post in Detroit.

Don has been retired for many years and lives in a beautiful home high above Carmel Valley Road, across from the Baja Cantina. He joined the Goodharts, Woehlers, Liebenows, and Mike and Peter for a cozy dinner at Café Rustica in Carmel Valley Village, where he told stories and dispelled myths.

It's possible he may be a guest speaker at next year's Los Laureles dinner.

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

Metal Pantera sign — Forest Goodhart
Kopr-Shield — Brent Stewart, Erik Kolstoe
Ferrari V8 book — Steve Dalcino
Magnetic work light — Greg Taylor
Phone charger — Ken Levin
O'Reillys \$25 gift card — Ken Levin
Water Wetter — Dennis Valdez
Pantera International golf shirt — Larry Larsen
Air Filters (slightly used) — Dennis Valdez
Pantera golf shirt — Brett Santos

The meeting adjourned to the parking lot at 8:48. In his haste, the president ran off and left his Gavel Of Authority behind, so Brett Santos gathered it up and Mark eventually returned and picked it up. Doh!



Membership News

New Members for September:

We have no new members this month.

September Membership Anniversaries:

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

Ken and Darlene Levin: 50 years

Garry and Sue Choate: 18 years

Oyvind and Dagny Bakken: 16 years

Anders Hellberg: 15 years

John and Julie Tomlin: 9 years

Larry Larsen: 6 years

Jim Gasiewski and Eileen Kollar: 2 years

Larry Finch: 22 years

Markus Woehler and Kristi Ward: 18 years

Tony Blevins: 15 years

Mark and Linda Bailey: 9 years

Ken Green: 6 years

Angelo and Stephanie Raffa: 6 years

Sadly, **Richard and Annette Pombo** are showing as having let their membership lapse. If this was done in error, please contact Brent Stewart to get things sorted out.

Paul DaCruz 1964-2023

We are saddened to report the sudden and untimely passing of Paul DaCruz, of Santa Rosa.

Paul joined PCNC about 20 years ago, and very quickly found and purchased a beautiful white 1972 Pantera Pre-L from a silicon valley owner. He owned the car for about ten years before selling it to Steven Airola in San Andreas.

Even after he sold his Pantera, he maintained his PCNC membership for a number of years, and continued



to maintain friendships with several club members both

locally and elsewhere in California. His passions turned to Jeeps, as well as BMW Z3 coupes, and in recent years we saw him on several Breakfast Club Rallies where he and Dennis Valdez met and talked all things Z3.

Without a doubt, Paul will be missed by all who knew him....

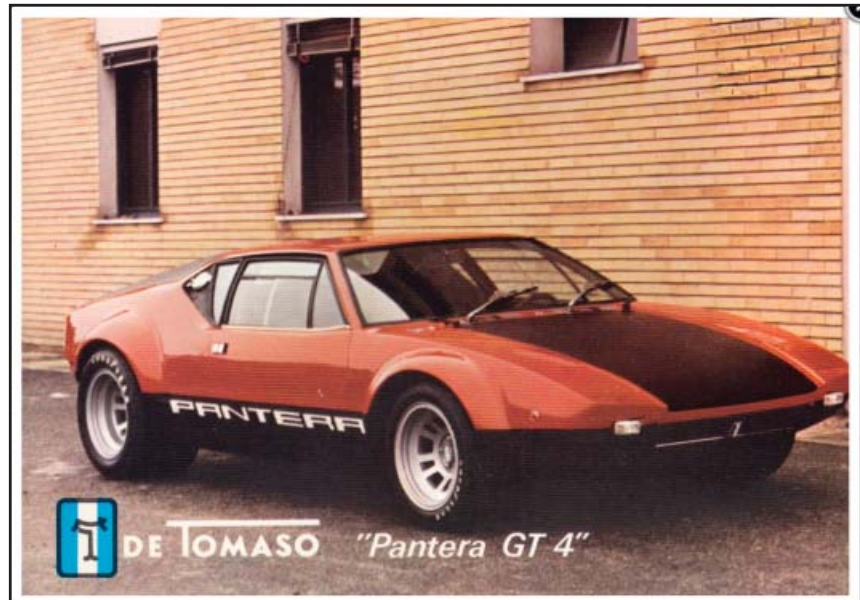


De Tomaso Postcards, Then And Now

Story and Photos by Mike Drew

The automobile has always been inextricably linked to the advertising industry. From the dawn of the automobile, creative types have attempted to link a specific product to various personal qualities and characteristics, deeply implying that the purchase of the car will immediately confer status upon the owner, and highlight positive traits the owner is attempting to amplify. For the vast majority of the time the automobile has been with us, such efforts were confined mostly to magazine and newspaper advertisements, along with huge billboards erected along the side of the road, or in prominent locations within cities.

When television became an integral part of society, the advertisers stepped up their game and started producing commercials, which were even more effective in selling the fantasy of the automobile to the public.



This is the very first Group 4 race Pantera, Chassis #2263, photographed at the initial press day in 1972. After crashing out in its first race at Monza, the car was nominally scrapped, but years later was renumbered as #8263 and sold as a brand new GT5 to a German dealer! It has recently been restored

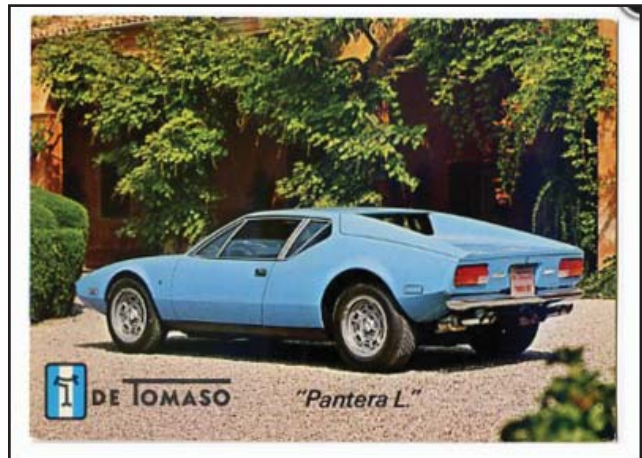


This late-production European Pantera L was shown in a color which was widely found in the USA, but almost unheard of among Pantera sales in Europe, as it proved unpopular for some reason. Oddly, this car (and in fact, all the other 1974 cars pictured) is fitted with 1972 Pre-L wheels. Mechanically the car was exactly the same as the US-spec Pantera L, with a standard iron intake manifold and Ford 4300D carburetor and restrictive exhausts

De Tomaso, always a niche manufacturer, never had a hope of having the budget necessary to create an advertising program to rival that of the major manufacturers (which was also true of all other low-volume automobile manufacturers, it must be said). Nevertheless, there was a deep desire to spread the gospel, and place images of their products before the eyes of potential customers.

While in the USA, some funds for Pantera magazine advertisements could be siphoned from Ford's endlessly deep advertising money pool, things were different in Europe. Ford had no sales agreement to market De Tomaso cars in the rest of the world, and at the time the European market for such things was much smaller than that of the USA, so there was no advantage to Ford to participate in an advertising campaign outside the USA. If De Tomaso wanted to hustle cars, he was going to have to do it on his own.

Even as the marriage between Ford

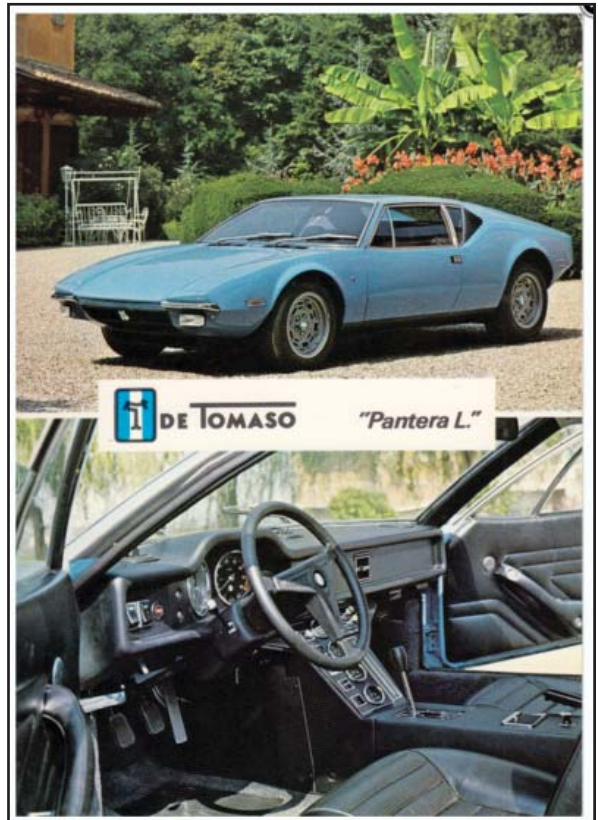


These two images show some of the many detail differences between the USA and Euro-spec Pantera L. Both cars used the same nose, with the turn signals installed on metal pods welded to the underside of the fenders, rather than incorporated into the underside of the turn signals as on the Pre-L Panteras. While a pair of slim chrome bumperettes replaced the big one-piece bumper in front, out back the USA-spec one-piece bumper was fitted, except it was chromed instead of painted black, and mounted on simple T-shaped mounting brackets bolted directly to the body, instead of the heavy shock-absorbing rams found on the US cars. Even at this early date, just months or even weeks into the car's life, all the black paint has already burned off the mufflers! The exterior lighting was different, with clear front turn signal lenses (with amber bulbs), and three-color rear lenses with amber indicators. The body panels were all stamped for the USA-market side marker reflector lights, but European L-models had the rear chrome surround filled with a simple piece of sheetmetal painted body color. In front, a long, narrow amber light (looking rather like a cigarette cut in half lengthwise) was similarly installed atop a piece of painted sheetmetal placed inside the chrome surround. Windshield wipers parked on the left, as on the pre-1974 USA-market Panteras, and no side view mirrors were fitted

and De Tomaso was entering its dissolute state, De Tomaso sought out a mechanism to promote their products. To that end, it was decided to hire professional photographers to shoot stylistic yet realistic photos of the various cars being manufactured, and then offer them to people in the form of postcards, which could be mailed just like any other postcards. This was a fairly clever move, because after all, doing so virtually ensures a doubling of the viewership of

an individual piece, as it is first admired and purchased, and then mailed to a second individual. Brilliant!

The first run was produced in 1974 by a business called Fotometalgrafica Bologna, located in the city of Bologna, a larger city some 30 miles north-



One postcard failed to follow the stylistic pattern of the others, showing a root beer brown Longchamp atop a blank field

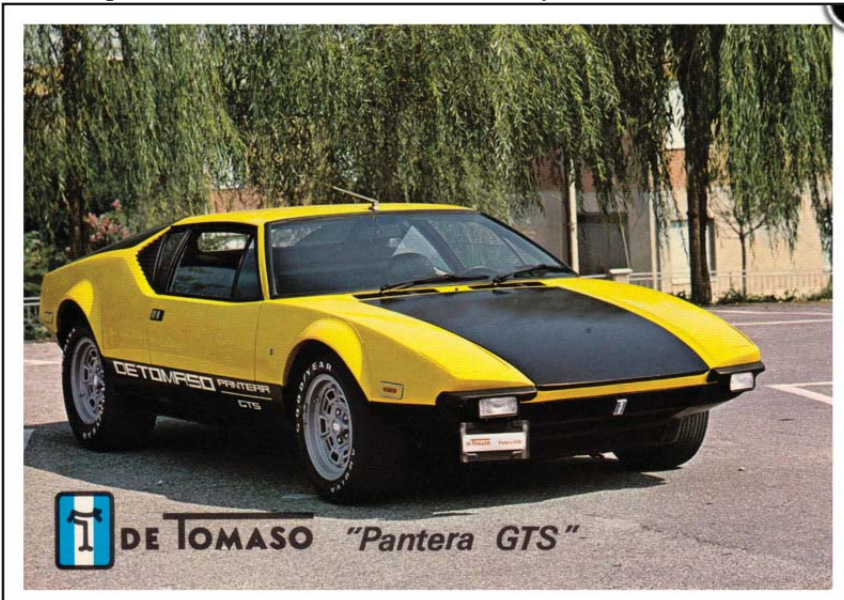
The portrait version of the Pantera L postcard features the same external image as the previous page, coupled with an interior shot which shows that it was furnished identically to its USA counterparts



The Deauville was aimed at a different customer, and its postcards reflected that fact. It's not difficult to imagine the owner of the car being the owner of the modern-looking factory behind it as well!



The European-market GTS was available in many colors not seen in the USA



Curiously, the Euro Pantera GTS continued to use leftover Pre-L front sheet-metal and bumpers well after the rest of the range had switched over

Apart from the cheap Lincoln-Mercury shift lever, the Deauville's interior was very well-appointed, which went a long way towards explaining its extremely high price, well into Rolls-Royce and Bentley territory. Each was built by hand, and the quality of the assembly was impeccable

west of Modena. There were some 21 different postcards, which were issued in cardboard folder with the De Tomaso logo on the cover. Each of these cards featured a De Tomaso car, always pictured stationary and in isolation, with no other cars or people in view. Some were in residential settings, with homes and foliage in the background, and some were portrayed in more urban (yet classic) environments. Some were even depicted in front of old, abandoned houses, or in amidst heavy vegetation. The Gr4 Pantera postcard used a leftover publicity shot from early 1972,



The paint scheme was similar to that used on the USA Pantera, except that curiously the American version used a gold metalflake black for the hood and decklid, and satin below the beltline, while the European cars used satin exclusively. The decals were different between the Euro and USA cars as well. The original intent was for the word DETOMASO to appear at the front, and the smaller PANTERA GTS behind the doors. A single decal was produced and factory workers were supposed to cut it and place it accordingly, but very frequently they were lazy and just slapped the passenger side decal on backwards!

taken alongside the wall of the original De Tomaso factory at Via Jacopo Peri 68, in the southwest corner of Modena (that building is still standing and can be seen clearly on Google Earth, by the way, and is largely unchanged from its appearance in the early 1970s).

A second run of postcards featuring the same images was produced by a different company called ARB off. Grafiche Modena, naturally located nearby in Modena. It's believed these were made around 1976. Amazingly, both of these printing companies are still in business in their original locations; the latter is at Via Emilia Ovest. 1014, just up the road from the post-Ford De Tomaso facility (now gone) at Via Emilia Ovest, 9.

While most of the postcards followed the same formula, with a single image in landscape mode, a handful were produced in portrait orientation with two images positioned one atop the other; each of those showed a view of the exterior on top and the interior below.

The identity of each car was printed on the face of each card, with some rudimentary information (and De Tomaso's corporate address and phone) on the back side, along with ample space for an

address and an ebullient commentary on the car in question by the sender of the postcard.

Besides their novelty value as collectibles today,



The Euro GTS interior was subtly but notably improved over that found in the lower-spec Pantera L. The dashboard was covered in Alcantara, which was a synthetic material with the look and feel of mouse fur, also popular on period Ferraris and other high-end Italian cars. A completely flat Momo Prototipo steering wheel replaced the Capri unit used in the more pedestrian Panteras



This profile of the Group 3 racing Pantera shows it little changed from its standard Pantera roots apart from a very rudimentary front air dam. Often thought to be formed from a Pantera GTS, in fact they were built on cheaper Pantera L bodies, with no stylistic frippery

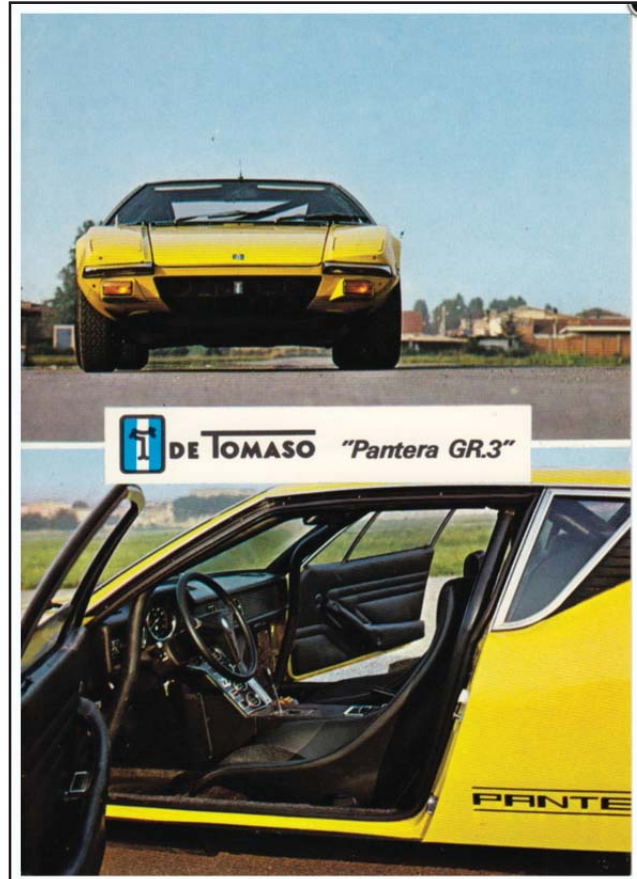


As befits its role as a race car, the factory Group 3 Pantera was built atop a standard European Pantera L rather than a higher-specification GTS. At the time, the 10-inch wheels had not yet been invented, so it wore the standard wheels and tires in compliance with the official FIA homologation paperwork. Modifications for racing include a battery cutoff switch on the top of the left front fender, unique side graphics that eliminate the "GTS" moniker, and a roll cage



Like the Pantera L, the Group 3 race car was equipped with a one-piece chrome rear bumper. Rubber hold-downs are used to secure both the front trunk and rear decklid

they also do an excellent job of revealing details from the European market De Tomaso cars in 1974. Careful study of the European L-model Pantera postcards will reveal a host of minor differences between them and their American-market counterparts. The same holds true for the



The interior is standard Pantera L, apart from the roll cage and racing seats



The Longchamp was photographed alongside an abandoned farmhouse

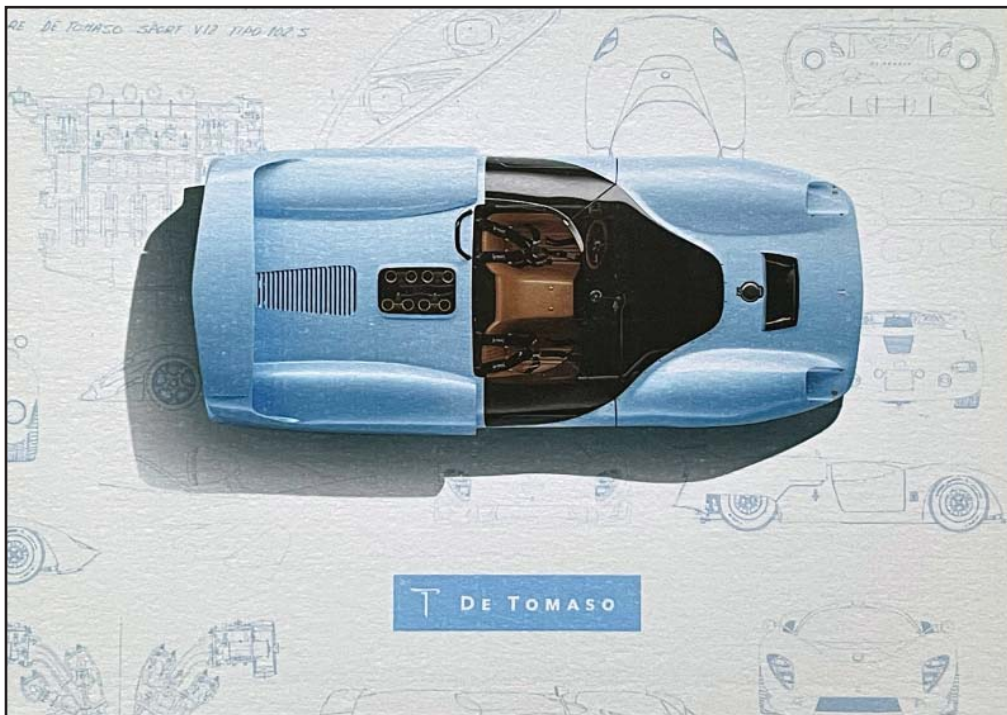
European GTS, and the various angles of both the GTS and Group 3 race car enable a serious student of the marque to learn quite a lot about them that

might only be a matter of conjecture otherwise.

De Tomaso had an incredible amount of these things made, and they were still available from the factory right up until the demise of the company. Steve Wilkinson of Panteras by Wilkinson managed to bring a bunch home with him, and he has had some



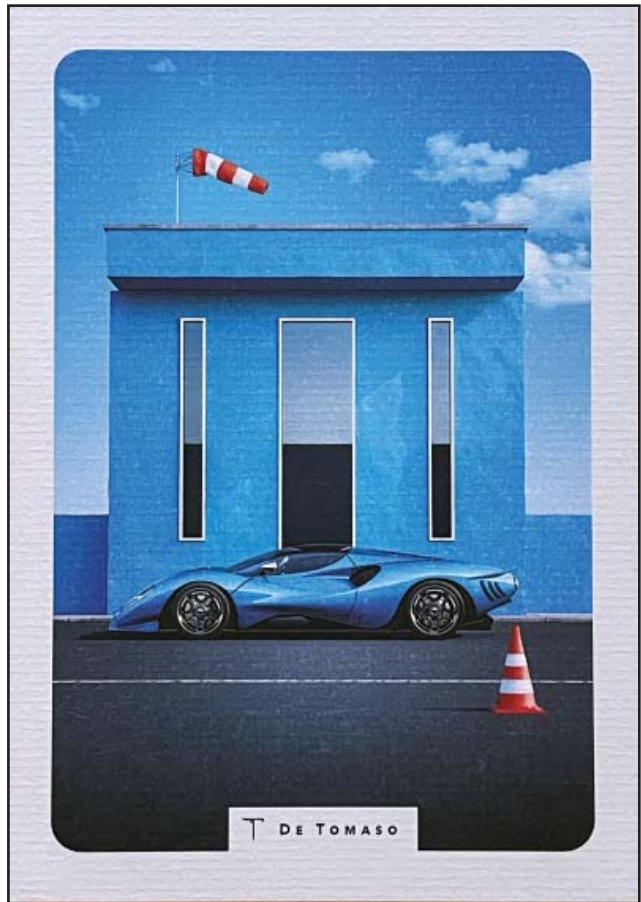
Several different Longchamp postcards showed the car off from the front and side, although none showed the rear for some reason. The interior was simple and straightforward; the second series cars gained more opulence



The new De Tomaso has made some curious decisions, including making a postcard showing the original 1965 Shelby/De Tomaso P70, except rendered in light blue instead of the original red. They are working hard to educate the public about the almost-60-year-old car in the hopes of establishing a link between it and their current offering

for sale in a display case for many years.

With the resurgence of De Tomaso (or, more accurately, a completely different and unrelated company that purports to be the new De Tomaso), oddly the tradition of marketing postcards has been revived. At Le Mans Classic this year, the new De Tomaso folks had enough De Tomaso P72 postcards on hand to fill a dump truck; a bunch of them found their way into my luggage and will be made available to interested parties in the near future (probably at the PCNC Christmas party). These cards follow the same ex-



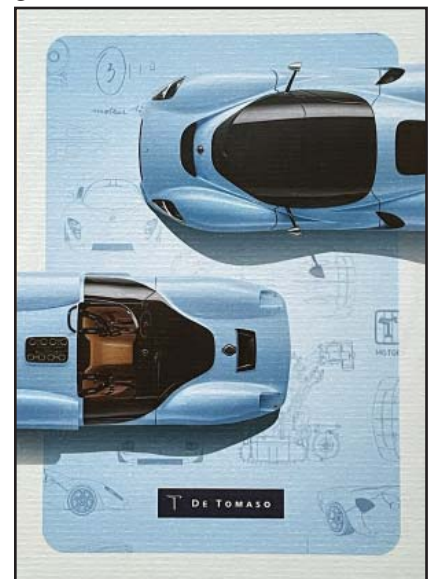
The new De Tomaso company features architecture heavily in their P72 postcards, with vibrant colors of the buildings used to accentuate the colors of the cars, and various objects placed in the foreground to add visual interest

ample set by De Tomaso originally, but the enterprise is slightly more artistic. Rather than a simple photo of a nice car, the cars are portrayed in front of stylized buildings; it's almost assuredly all done with computer animation, which

gives complete freedom with respect to colors, shadows etc.

The new De Tomaso has a vibrant website, and a nascent YouTube channel with a few extremely stylized videos, but their promotional postcards are an old-

fashioned homage to the past, and represent yet another effort to strengthen the arguably tenuous relationship between the current company and De Tomaso of yore. One can but wonder what future generations will think about them?



Each P72 postcard features the same computer-generated image of the car, with the color changed to match that of the building digitally placed behind it

This postcard does its best to draw a straight familial line between the original P70 and the new P72

Monterey Bay Drive Your Pantera Day

*Story by Markus Woehler
Photos by Andrew Duafala*

As it happens, the Monterey Bay region has a known number of 11 Panteras within driving range. There may be more lurking in the shadows, and not all of them are associated with PCNC, but the ones we know about can occasionally be coaxed out to play. We organized the first iteration of a Drive Your Pantera Day event last year with a very nice group of owners and cars participating from as far away as the Santa Cruz area. The event was very well-received and a

repeat was requested for this year as well, with a challenge to get even more cars together.

The target date is very fortuitous in that it coincides with a well-attended Cars and Coffee event that is by invitation only. It always includes a varied and curated group of cars, and showcases a particular make or type. The sponsors of this gathering are Roman Barnes, a well-known local car detailer, and Pat Phinney, the owner of the famed Baja Cantina (where the event is

held). The Panteras were invited to be the showcase model and we were encouraged to come as a group and with lots of noise!

We met up at the bottom of the Laureles Grade which had an untimely large amount of morning traffic, but after a nice drive over the grade and down Carmel Valley Road, we arrived in force at Baja Cantina precisely at 8:00 a.m. The cars were nicely aligned in the place of honor, and we had about two hours to mingle, answer questions, eat



The Panteras enjoyed pride of place in front of the world-famous Baja Cantina

sweets and drink coffee. Of the known number of local Panteras, seven arrived, along with Gary Kono in his AMX as a stand-in for an inoperative Pantera. His Chevy LS-powered AMX also produced quite a few questions and discussion. John Tomlin could not participate as he was out of town, and that left one other Pantera unaccounted for. However, an unknown white Pantera later appeared, but the owner's identity was unknown to the rest of us, and he never did come and introduce himself.



We had an impromptu parade through the streets of Monterey enroute to lunch

Immediately at the conclusion of the Cars and Coffee, some of the Panteras chose to stay with the tour and followed my car through the traffic of Monterey and down to the Cannery Row section of town for a photo opportunity in front of the famed Fisherman's Wharf. However, due to the

beautiful weather on Saturday morning, the parking area was filled with scuba diving enthusiasts, so all we managed to do was create a stir in the local tourist population and exercise our clutches. We continued around the scenic edge of the Monterey Peninsula and arrived in Pacific

Grove at Lucy's on Lighthouse whose proprietor, Joleen, always welcomes car groups to stop at her unusual eatery.

We got the parking lot to ourselves and enjoyed the varied menu of gourmet hot dogs and sunshine on the patio. The remaining part of the original large group

had a very pleasant lunch with some new introductions made, and then loudly disbursed back to our homes around Monterey Bay. Almost every local owner had a chance to drive their Pantera that day and a good time was had by all.

I hope that wherever you were, that you were able to drive your Pantera that day too!



After the gentle cruise through Monterey, we enjoyed gourmet hot dogs

Sacramento Region Drive Your Pantera Day

Story by Carl Stein

Photos by Sue Choate and Barbara Webber

To celebrate Drive Your Pantera Day, I decided to organize a gathering, to meet with our local Sacramento-based Pantera owners for brunch and car camaraderie. We are now all members of PCNC, the Pantera Club of Northern California. Our former Sacramento club, Capitol Panteras, has merged with PCNC due to reduced member count and participation. Ironically this event saw the greatest local Pantera participation in years! The venue was the Barn Cafe in the gold rush era and farming community of Sheldon, which is an unincorporated town just east of Elk Grove.

The food was great and more than enough to fill everyone up. We had nine people, and seven Panteras attending the brunch, including some new owners, and people attending their first-ever Pantera club event and meeting the others for the first time.

The following club members were in attendance:

Gary and Sue Choate
Rick Carlile
Larry Rael
John and Barbara Weber
George Potiris
Dave Lommori
Carl Stein

As is customary with PCNC, a tech session broke out, as I reported having some slight problems with my brakes, and Garry Choate dove right in to fix them. We spent an hour after brunch talking and taking car photos, prior to departing for the short drives to our respective homes. It was a great morning that all enjoyed!

Shelton is located just south of



Garry Choate tackles Carl Stein's brakes

Highway 16, a road which will take you into the Sierra foothill communities of Plymouth, Jackson and beyond. We need to plan our next road trip to explore this region of former gold mines and plentiful wineries!



From left to right, George Potiris, Garry and Sue Choate, Larry Rael, Dave Lommori, John Webber, Carl Stein and Rick Carlile with their Panteras in front of the Barn Cafe



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

DIAMOND STAR

AG Association Management Services Inc. • BP Moser Trust • Cars Yeah • Crete Family Foundation
Ironstone Vineyards • KVIE • Mechanics Bank • Mercedes-Benz of Stockton
Precision Electric California • Ramshead Automobile Collection

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Greenhorn Creek Resort • Food4Less • Fritz & Phyllis Grupe • Herum Crabtree Suntag Attorneys • Kamps Propane
LF Associates • Mark Twain Medical Center • Mid Valley Agricultural Services • Murphys Inn Motel – Murphys Suites
Nex Systems/Garage d'Elegance • Panella Trucking • Petersen & Company • Phillips Farm • Sanborn Chevrolet
Sanitary Stainless Welding • Sonora Ford • San Joaquin Farm Bureau Federation • Wells Fargo Bank

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, September 28th, 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