



# news

A Chapter of POCA

[www.PanteraClubNorCal.com](http://www.PanteraClubNorCal.com)

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**PRESIDENT**

Andrew Duafala  
(831) 454-6692  
[AndrewD163@yahoo.com](mailto:AndrewD163@yahoo.com)

**VICE PRESIDENT**

Mark Bailey  
(669) 333-2544  
[MarkPantera73@gmail.com](mailto:MarkPantera73@gmail.com)

**SECRETARY**

Mike Drew  
(707) 628-3317  
[MikeLDrew@aol.com](mailto:MikeLDrew@aol.com)

**TREASURER**

Larry Finch  
(559) 281-3497  
[FresnoFinches@aol.com](mailto:FresnoFinches@aol.com)

**CLUB STORE**

Irene Smith  
(209) 419-1366  
[IGSmith50@icloud.com](mailto:IGSmith50@icloud.com)

**LIBRARIAN**

Forest Goodhart  
(831) 724-3763  
[ForestG@att.net](mailto:ForestG@att.net)

**MEMBERSHIP  
COORDINATOR**

Brent Stewart  
(408) 768-0649  
[Brent.Stewart@yahoo.com](mailto:Brent.Stewart@yahoo.com)

**EVENTS  
COORDINATOR**

Gary Kono  
[Gary5634Kono@gmail.com](mailto:Gary5634Kono@gmail.com)  
(831) 359-8503

**MOTORSPORTS  
COORDINATOR**

Bob Benson  
(408) 209-7677  
[RCBSons1@aol.com](mailto:RCBSons1@aol.com)

**RAFFLE CHAIRMAN**

Erik Kolstoe  
(650) 743-2528  
[EKolstoe@gmail.com](mailto:EKolstoe@gmail.com)

**WEBMASTER**

Denny Morse  
(408) 922-9336  
[Denman@gmail.com](mailto:Denman@gmail.com)

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## Minutes of Meeting 27 October, 2022

The meeting was called to order by the president at 7:31. The officer count was rather low, with Forest Goodhart, Erik Kolstoe the only other officers present (with Steve Liebenow filling in for Mike Drew). There were 21 members present but no Panteras in the parking lot. Oddly, there were no Zoomers this month, perhaps due to a technical glitch? There's no way of telling.

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

**Club Treasury Report:** The treasury is still healthy; we are spending down the excess in a controlled fashion, by design.

**Club Store Report:** There was no store report this month.

**Club Membership Report:** As Brent was absent, there was no membership report.

**Club Motorsports Report:** As Both Bob and Brent were absent, there was similarly no motor-sports report.

**Club Library Report:** The library is still in Forest's garage with all items available for check-out to any PCNC member. A full listing of the library contents can be found on the PCNC website.

### **Past Events:**

**Vintage Mustang Owners of America Car Show:** This show is organized by PCNC member Tom Hasenberg; he and Phil Graham showed their Panteras. See Phil's article in last month's newsletter.

**All-Italian Car Show:** There were five Panteras, plus Greg Taylor's Mangusta in attendance, along with a wide variety of truly interesting Italian cars and motorcycles. See the article elsewhere in this newsletter.

**Bob Crowell Tech Session:** The North Bay contingent of PCNC, joined by some of the more stalwart southern members, gathered at the Glen Ellen home of Tom and Kathy Leonard to help longtime member Bob Crowell get his Pantera back on the road. Much progress was made, although there were a few small jobs that still needed doing, but there was great promise that the car would be roadworthy again soon. Watch for an article in an upcoming newsletter.

**Cars In The Park:** Forest said there were three Panteras in attendance for the small show held each year in the town of Marina, just north of Monterey. He was especially enthusiastic about the lunch that was offered as part of the show!

### **Upcoming Events:**

**November PCNC Meeting ONE WEEK EARLY! — 17 November:** Due to Thanksgiving interfering with our traditional fourth-Thursday-of-the-month meeting date, the November meeting will be one week early, on 17 November.

**Skyline Drive To Canepa Motorsports — 3 December:** Gary Kono is planning on hosting a spirited drive along the spectacular road that runs along the spine of the mountains between the bay and the ocean. The plan is to meet at the northern end of Skyline Drive, at the intersection with Hwy 92, outside of Half Moon Bay. We would then proceed south, and presumably turn onto Hwy 9 before ending up in Scotts Valley, home of Canepa Motorsports. Depending on the attendance, after touring the museum and workshop, we would either recover to a restaurant for lunch, or if the numbers are small enough, back to the Kono's house for a Hawaiian BBQ. An RSVP is required; hopefully there is a flyer elsewhere in this newsletter.

**PCNC Christmas Party — 10 December:** As reported last month, we will be returning to the original venue in San Mateo. The PCNC board voted to set the cost at \$75 per person, which is less than actual cost, with the balance to be underwritten by the club. There is a flyer elsewhere in this newsletter.

Erik Kolstoe will be soliciting donations for the raffle, so any club members who have items

they would like to contribute are invited to contact him to make the relevant arrangements.

Please RSVP and make your menu selections right away, as it enables Dennis Valdez to sleep better knowing more people are coming, sooner rather than later!

**Mozart Collection Tour:** John Mozart is a property developer who has amassed one of the greatest car collections in the world. It is normally closed to the public but we have enjoyed a private tour once in the past, and a few months ago Bud Millard proposed returning there, perhaps in conjunction with the Alfa Romeo club. Mike Drew agreed to take on the responsibility to coordinate calendars with the Alfa club and come up with a date, most likely in the first few months of 2023.

**Indoor Karting At K1 Speed In Santa Clara:** Brett Santos reminded us of the event that we held there a few years ago, which was enormously popular, and suggested we have another go. He is working with Gary Kono on a date.

### **Club Business:**

**Rest In Peace...:** PCNC lost two club members suddenly in the previous few weeks. Jim Kuehne's passing was noted extensively in the October newsletter, but we subsequently lost Bud Millard, who had experienced various lung problems he attributed to inhaling excessive amounts of Girling brake dust earlier in life. Several stories were told about each of them.

Jim Kuehne was the consummate gentleman, and a dapper dresser! He was always willing to extend a hand and a wrench to whoever asked. Several people commented on his characteristic "Kung Fu Grip handshake"; if you ever shook his hand, you never forgot it!

Bud Millard seemed to know everyone and anyone in the northern California car world. Although we knew him primarily as a De Tomaso (and Alfa Romeo) guy, he was an old-school hot-rodder of the highest order, with multiple wins at the Oakland Roadster Show, and he was inducted into the Grand National Roadster Show Hall of Fame in 1989. He was never one to talk about these honors, as he was fundamentally modest and private. See the article on his car history elsewhere in this newsletter.

Both will be dearly missed....

**New Speaker:** Andrew mentioned that the club acquired a new speaker and microphone combination by Anker, to use at our Zoom meetings. Unfortunately, we didn't have any Zoom folks for this meeting so it remains to be seen how well it works. However, one person present commented, "It sure looks nice!"

**Donations:** Although the members of the club approved donations to the staff of Holder's Restaurant after it burned down, the management was uncooperative so the donations were never made. In light of that, Steve Liebenow made a motion that we donate \$300 to charities in honor of Jim Kuehne and Bud Millard. After some discussion the motion was seconded and passed. Jim had previously named St. Jude's Children's Hospital, and in light of Bud's succumbing to lung failure, we will donate to the American Lung Association in his name.

### **Buy/Sell/Swap:**

**Colt/Omni Mirrors:** Erik Kolstoe has a pair of Dodge Omni/Plymouth Colt mirrors, which were *the* accessory mirror for Panteras in the 1980s. These glue directly to the front quarter

window glass, and he also has a pair of pre-etched windows and trim pieces to hide the back side of the mirror mounts. Contact him if you're interested.



### **News, Clues and Rumors:**

**Texas Trip:** Dennis Valdez shared that he and Liz were joined by Brent and Bev Stewart, and Mike and Lori Drew, for a weekend in Texas to watch the Formula 1 race. While there, they met up with several of the Houston POCA members including well-known vintage racer Gray Gregory, who ran his March in the Historic F-1 race prior to the main event each day (he started 6th and finished 5th in the main event on Sunday). After the race, they visited another POCA member, Michael Frazier, who showed them all around his home town of San Antonio.

**Finders Keepers:** While doing a morning walk for some exercise, Steve Liebenow spotted a padded Amazon envelope on the side of the road. After seeing it for several days, he picked it up and opened it and discovered it was full of raffle tickets, exactly like we use for our raffles. He tried contacting the lady who ordered them and left multiple messages, with no reply. Who knows if they fell off a truck, or were discarded by porch pirates? In any case, after several days of no response, he proclaimed them "mine" under the Law of the Roads, and donated them to PCNC for our future raffles.

**Car Guy Tour:** Francis Manderano, the founder of Concorso Italiano, as well as the founder of the Maserati Club and Maserati International Exchange (the primary US parts source for Maseratis), has capitalized upon his many connections to create what he calls the Car Guy Tour Italia. He greases all the skids and opens all the doors and for a (very) hefty fee, allows people to travel to various automotive sites in Italy including historic factories, design houses, museums and restoration shops in Milan, Turin and Modena. This year, Lou Brizzolara attended for the first time, and regaled the crowd with a discussion of what he was able to see and do on the tour. Perhaps we can convince him to produce an article for an upcoming newsletter?

**Frankenvette?:** Forest relayed a sad tale. Gary Kono was attending a memorial service for the fellow that had done the wild graphics on his black Corvette, so naturally he drive the Corvette to the service. Somehow, another driver failed to notice him and moved into his lane, clipping the Corvette in a very bad way. The body was totaled although mechanically it was unhurt (as was he). Gary then came across somebody who happened to have an 'empty' Corvette body (white this time), so after the insurance dust settles, he plans to buy it and transfer his newly pumped-up engine, drivetrain and rear wing over to the new body. Unfortunately he will have to find somebody new to re-do the graphics. But the Frankenvette will live again!

**Vector Reunion:** Mark Bailey shared that the Wynn Hotel in Las Vegas will be hosting a gathering, with a documentary in the works, to celebrate the 50th anniversary of the short-lived Vector Aeromotive automobile company. Mark was the manager of the company, and had a hand in building at least 26 of various models of these cars. The event organizers are working to have a dozen of them present.



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

Yellow Pantera T-shirt, (donated by Ken Bredlau\_ — Brett Santos  
Armour All Car Wash-n-Wax Shampoo — Steve Liebenow  
Chemical Guys Tire Dressing/Wheel Shine — Forest Goodhart  
FL1A Oil Filter — Greg “Will this fit my Mangusta?” Taylor  
Bailey Harvest Select Wines (3) — Ron Southern  
Yellow Pantera baseball hat — Greg Heibert  
Le Mans DVD “In the Lap of the Gods”? — Steve Dalcino  
Panteras Forever DVD — Barry Hoser  
Meguiars Qwik Detailer Spray Bottle — Ron Southern

The meeting adjourned at 8:43 p.m.



# Membership News

## New Members for November:

We have no new members this month.

## November Membership Anniversaries:

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

**Erik Belter:** 30 years

**Keith and City Gilmore:** 25 years

**John and Connie Hansen:** 14 years

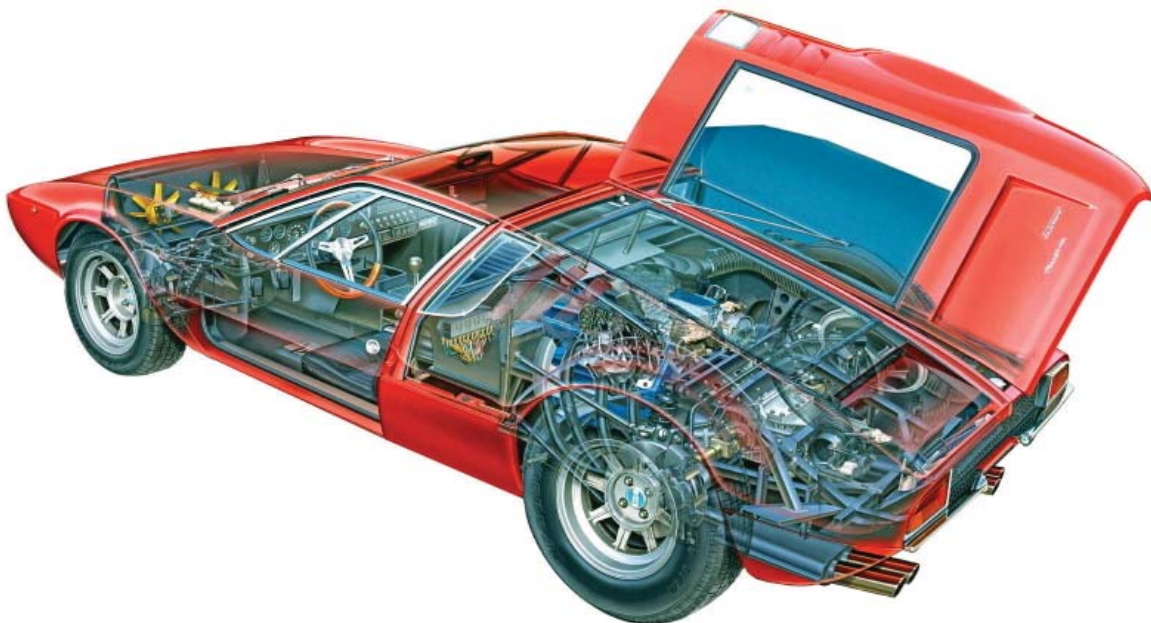
**Roger and Elena Thomas:** 29 years

**Bob Benson:** 21 years

**Steve and Linda Solipasso:** 11 years

Sadly, it appears that **Robert and Theresa Jones**, and **John Lyons** have elected to drop out of the club. However, we have been having some not-inconsiderable difficulties with the fidelity of the data coming to us from the master POCA membership roster, so this (and many other things) may not be accurate. We always attempt to contact those who we are told have left the club to confirm that decision, and frequently we don't get any response. If you suddenly find yourself no longer receiving information from PCNC/POCA, please let us know right away so we can resolve the situation.

Also, PCNC will be producing a new membership roster early next year. *Please* look at your existing club roster and validate all the information that is listed for you. If there are any errors, please contact Brent Stewart (hint: his contact info is in the roster in your hand!) so he can correct it before the next printing. THANKS!





# *A Life On Four Wheels*

## **The Cars Of Bud Millard**

*Story by Mike Drew*

*Photos by Mike Drew, Bring a Trailer, and The Internet*

Barely a week after the shocking news that Jim Kuehne had passed on, I was knocked out by another blow, the news that we had suddenly lost Bud Millard as well.

Bud was a stalwart member of the club, although he had not been a member for all that long, having joined us in 2011. Bud had exquisite taste in cars, and boasted a small but significant collection, including some really wild stuff. He was never one to talk about himself, and therefore even though he was a regular presence at club meetings and events, people didn't really know all that much about him, apart from the fact that he was deeply, deeply embedded in the Northern California car scene, and he knew virtually everyone worth knowing.

He left very explicit instructions with his wife Jan that he did not want any sort of memorial ceremony, or even an obituary. But given that his lifelong passion was cars, I felt he wouldn't mind if I instead chose to discuss some of the many significant cars that he had owned through the years.

Doing a simple Google search revealed some hints as to his automotive background. He was deeply involved in the Kustom Kar scene in the 1950s and 1960s. For those who aren't aware, following WWII American automotive design changed to reflect the newfound optimism of the victors, even as they lived under the spectre of nuclear war with the Soviets. Post-war cars were distinguished by ever-larger and heavier bodies, more amenities, and styling that was deeply influenced by the space race and aviation in general.

While American cars grew ever larger and more grandiose, a small group of enthusiasts chose to use these cars as a mere starting point, a canvas for their own creativity. In southern California,



***Bud was interviewed in 2018 to discuss the work of car customizer Bill Cushenberry, and some of his creations that Bud owned***

hot rodding was deeply influenced by the speedsters competing on the dry lake beds of the Mojave desert, and so designs concentrated on function over form, with outright speed being almost the only ambition.

In contrast, in Northern California and elsewhere, styling rather than outright performance became the principle focus. Customizers would start with an already extravagant automobile, then alter its shape to reflect their own visions. Radical body modifications, altered proportions, unbelievably high quality paintwork and over-the-top interiors were the hallmark of what came to be known as Kustom Kars. An entire subculture sprang up around these cars, complete with a variety of dedicated magazines (in those innocent pre-internet days, this was the only way of sharing and spreading news and in-

formation across a wide area).

And, as it turns out, Bud Millard was eyeballs-deep in the Kustom Kar scene. He hung around with local customizers and the owners of their cars, participated in innumerable local car shows and cruises, owned a succession of such cars, and was an active participant in what was arguably the premier show in the nation for such cars, the Grand National Roadster Show. In fact, he was so integral to that show that in 1989 he was inducted into the Grand National Roadster Show Hall of Fame. He was also the overall winner of the Sacramento Autorama.

One of the first cars that I could find Bud associated with was the Black Panther. This car started life as a 1950 Chevrolet Club Coupe, which was originally owned and restyled by a fellow named Chuck Rogers of Gridly, CA.



*The Black Panther represented one of Bud's early forays into the burgeoning Northern California custom car scene. Although it was owned by his friend, he was offered the privilege of driving it for him to numerous regional car shows*

He spent 1800 hours modifying it, over the space of five years. He chopped the top four inches and removed all external trim and ornamentation, before hand-making new outer trim moldings for the fenders. He converted the doors and decklid to electrical operation, and fabricated a new rolled grille. The headlights and taillights were frenched into the panels, and the large bumpers were removed and replaced with vertical nerf bars. Functional scoops were cut into the rear fenders, and the whole car was lowered six inches.

The interior featured a complete bar setup including martini glasses and an ice bucket. Almost everything that could be removed was chrome plated. Once the modifications were the complete the car was treated to ten coats of black laquer.

Shortly after it was completed, the owner/builder traded it straight across for a new 1957 Chevrolet, and it was displayed on the floor of the associated Chevrolet dealership for about a year.

It was then purchased by a member of the San Francisco Hub Cats car

club, a fellow named Salvadore LaBue. As he had just purchased a new 1958 Oldsmobile, he let his younger friend, Bud Millard, drive it to the local car shows while he followed behind. And so Bud's connection to the local scene became cemented with this car.

After LaBue sold it, it disappeared for about 20 years before Bud tracked it down and found it in a decrepit state in Kentucky. He bought it in the early 1990s and brought it back to the Bay Area intending to restore it, but eventually he sold it off. It has since traded

hands a few times and has been undergoing a long-term restoration for ten years.

Some of the famous names of the Kustom Kar scene include George Barris, Darryl Starbird, Dean Jeffries, and Duane Spencer. One of the lesser-known but no less significant customizers was named Bill Cushenbery. Originally from Wichita, he first established a shop just blocks away from Darryl Starbird, before he relocated to Monterey in the late 1950s. Once there, he started building his own designs.

In the early 1960s, Ford became interested in the custom car scene and struggled to get into the youth market. They



*Hot rodding was still a nascent art form when the Black Panther started garnering attention, and attendant trophies. Bud's ownership of the car was brief and he subsequently turned it over to another fellow to restore it back to its former glory*

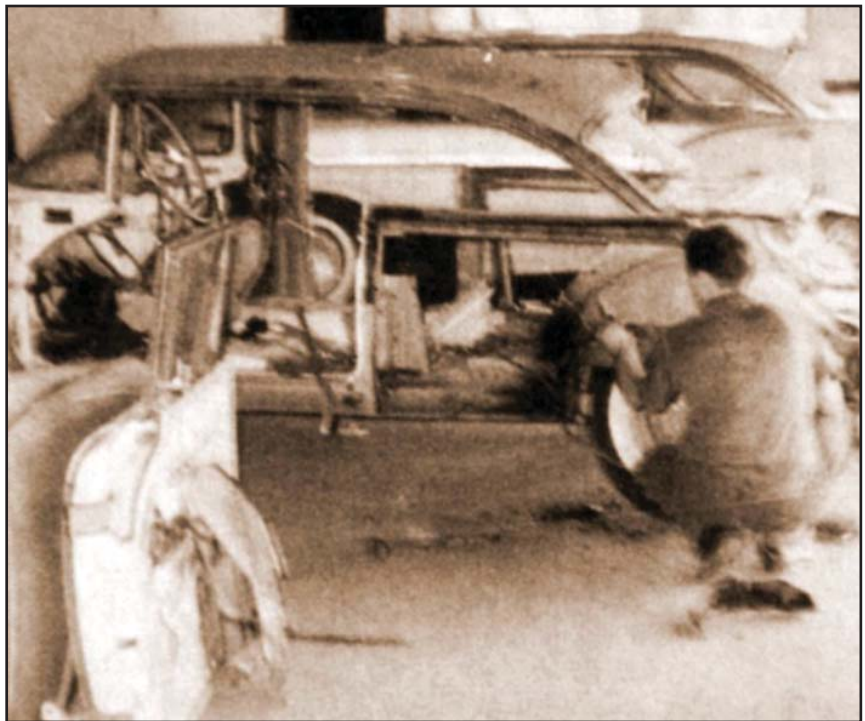


joined forces with model company AMT to form an event called the Custom Car Caravan, which was launched to create and campaign customized and performance-themed Fords. Bill Cushenbery and George Barris formed the nucleus of the original Caravan team, but they were soon joined by others such as George Barris and Gene Winfield. The builders would propose a drawing and present it to Ford, and if Ford liked it, they would give them a brand new Ford for a dollar. AMT organized and administered the Caravan, while Ford paid for it. AMT's part of the deal was that they received the rights to promote and sell the cars from the Caravan in kit form.

The shows appeared at shopping malls, Ford dealerships, state and county fairs, and at all the big auto shows, as well as hot rod and custom shows. The cars traveled around in specially enclosed Ford car haulers.

Somewhere along the way Bill and Bud became good friends. Bud was deeply enamored of his work, and in about 1975, he was able to acquire a car Bill had built called The Marquis.

This was a 1956 Ford hardtop before he extensively customized it for its owner, Gene Boucher, of Monterey. Bill was a fan of asymmetrical styling, and



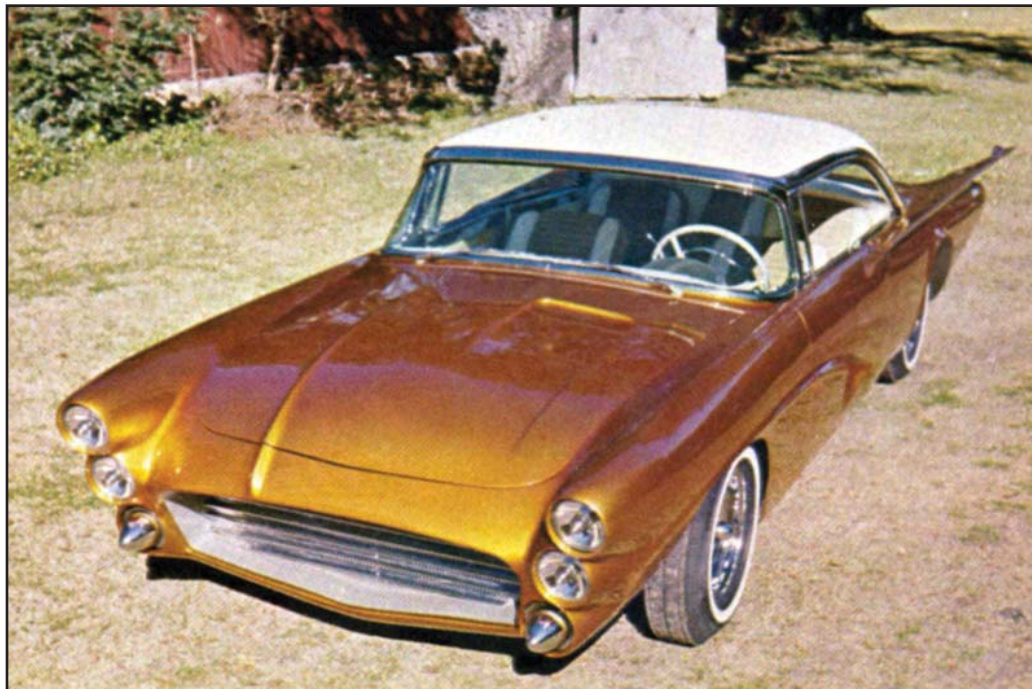
*The body and chassis of the Marquis was sectioned (shortened) six inches behind the doors. Shrinking the wheelbase would only exaggerate the already exaggerated length of the tail end of the car, creating a visually striking effect*

placed a raised peak down the right side of the hood. He extensively sculpted the sides and rear of the car. The front end was all built from scratch and featured frenched headlights, and the rear end was modified to accept elements from

the back half of a 1959 Buick, and a huge grille incorporating canted 1959 Pontiac taillights. The car was powered by a Ford Thunderbird drivetrain. The interior featured all Naugahyde upholstery, including a padded and upholstered roof. The car was painted with candy gold paint.

The build took two and a half years, and it debuted at the San Mateo Autorama in 1962. It was featured in various magazines, and after its day in the sun it slowly faded into disrepair, until the owner passed away. Bud was able to purchase it from the owner's estate and set about restoring it to its former glory, even as the time of the Kustom Kar Kulture was already rapidly fading. Work was started at a shop in Hayward, and finished in Antioch.

During the res-



*The Marquis was a huge styling departure from the norms of the day. The offset peak on the hood and the single depression on the other side were curiosities, while the frenched-in, angled headlights was another unusual touch*

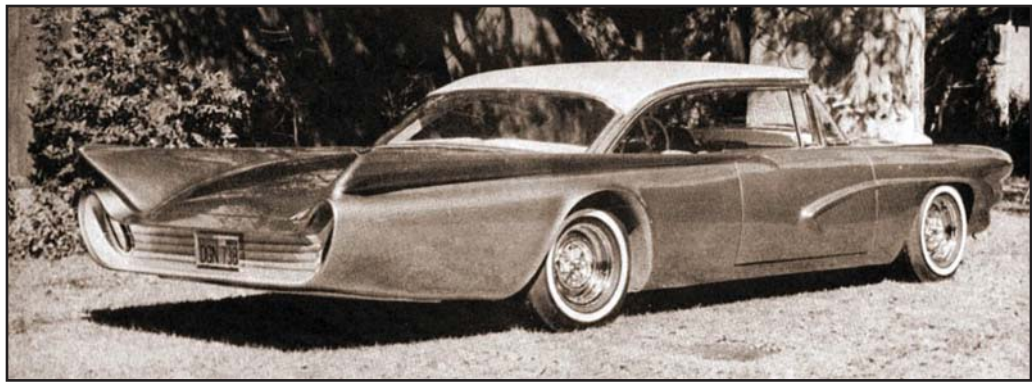


toration some updates were incorporated, including then-modern equipment such as digital gauges, a modern tilt steering column and a modern steering wheel. The restoration was completed in 2000, and afterwards the car was once again shown for awhile, before being put on long-term display, first at the Peterson Museum in Los Angeles, then the National Automobile Museum in Reno, and finally at the California Auto Museum in Sacramento.

I have been an occasional visitor to the Sacramento museum, and was quite surprised to stumble across this car a number of years ago, with the annotation that it was owned by a guy named Bud Millard who I knew to be a new PCNC member!

(Bud eventually sold the car in 2019).

Another Bill Cushenbery creation was the Limelighter. This started life as a 1958 Chevy Impala, which was built for Mario Ghiorzi of San Juan Bautista. The car's front and rear ends were extensively reshaped, and the pan



*The dramatically lengthened tail, accentuated by the incorporation of 1958 Buick tail fins, really made the Marquis stand out from the crowd. The raised body moldings helped break up the length of the car somewhat and added interest*



*In the 1990s, Bud discovered the car languishing as a hulk, and bought it, then treated it to a cost-no-object restoration*



*When the restoration was complete, the Marquis hit the show circuit once again, before eventually being put on long-term display in three different automobile museums*

was rolled. Inside, the stock dashboard was replaced by a section of wing strut and two instrument pods from a 1950s era Nash, and a custom console was added. In the early 1960s it was sold to Frank Gould of Hollister, who brought it back to Cushenbery for additional modifications. The resulting car was judged Best Custom at the 1964 Winternationals Custom Auto Fair in Los Angeles.

Bud found the car years later, abandoned, as a complete hulk. He purchased it and



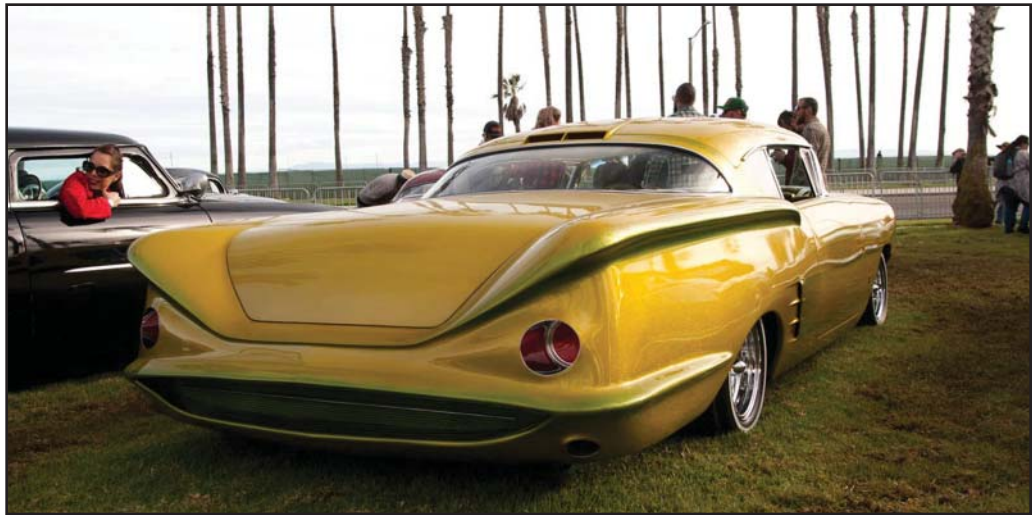
committed to having it fully restored. He turned it over to Oz Customs to perform the work. The only mechanical change was to replace the original 348 engine with a newer Chevrolet small-block. Although the original intent was to restore it to its original configuration, Oz convinced Bud to allow him to perform a small chop on the roof, and the roofline was lowered a few inches.

When the restoration was complete, he then showed it at various Autoramas and other car shows up and down California for the next few years, before also selling it around 2018-2019.

These are the only older cars I could find associated with Bud's name, although surely he must have others. His connection to these latter two cars only began long after their initial years of glory, and he com-



*The lime green paint has so much gold metalflake that it turns gold under bright light*



*In the shade, the Limelighter is bright lime green. Only traces of the green can be seen in this image, due to the direct sunlight essentially causing the car to self-illuminate, hence its name*



*Bud always had a thing for great paint. His Pantera was repainted to very deep, dark and lustrous blue that almost appears black at times*

mitted to restoring them. But prior to those cars, he was already a fixture in the local hot rod and custom car scene. Sadly I was really unable to discern anything more about this period of his automotive life.

While walking through the California Automobile Museum, I also stumbled across a very plain white AMC AMX, which was also owned by Bud.

By the time we got to know him, Bud had shifted his focus from American Lead Sleds and hot rods, to Italian classics. He joined PCNC in 2011, and I believe his first foray into our world was through his dark metallic blue 1972 Pantera #2900. This was (and is) a beautifully painted car that, apart from an Amerisport low-profile wing



on the decklid and aftermarket door mirrors, is otherwise almost painfully stock and original. He has enjoyed driving it and showing it at events all over Northern California, although I don't believe he ever ventured very far from home; I don't think he ever attended a POCA Fun Rally, for instance (somebody correct me if I'm wrong).

One day, he quietly announced that he had added a Mangusta to his collection, in the form of a 1969 Mangusta 8MA870. He had known about the car for decades, where it had been languishing in a nearby home on the peninsula, rarely ever seen. I don't think it was running when he purchased it, sometime before 2013, but it didn't require much fettling to get it on the road. Like his

Pantera, his Mangusta was extremely stock and original, including the red paint. He rarely drove it, but he did show it at Concorso Italiano at least twice.



*Although he never ventured far, Bud loved to drive his Pantera. Here he is on a rally associated with the Tiboron Concours*

He was quietly appalled at the rapid escalation of Mangusta values, and his failing eyesight meant he was no longer comfortable driving it. Eventually he

put it up for sale, and it was purchased by a well-heeled east coast car collector, sight unseen. (Bud's reputation in the car world was well-established enough



*Bud with noted local automotive author and blogger Mike Gulett at the Hillsborough Concours d'Elegance*





*They are only original once. Bud struggled with the fact that the paint on his Mangusta was not perfect, but acknowledged that with every passing year, originality ascribed greater and greater value in the eyes of collectors. He only owned the Mangusta a few years and didn't drive it much, but he greatly enjoyed owning it, and ultimately his decision to leave it alone really paid off when it came time to sell it*



*Bud showing off his newly purchased Alfa Romeo Montreal to Lou Brizzolara, Garry Choate and Randy Welch in front of John and Julie Tomlin's home in Carmel Valley. It wouldn't be too long before John and Julie had a Montreal of their own!*

that his word was all the buyer needed, although Bud told me he had tried to convince the buyer to view the car before the purchase).

One day, out of the blue, Bud appeared in Monterey not in a De Tomaso, but instead in a lovely Alfa Romeo Montreal. These cars are quite unusual, and as they were never imported to North America, there are only a handful of them here (curiously, PCNC's John Tomlin also has one).

The Montreal was a radical concept car first introduced to the world at the 1967 World's Fair in Montreal. Originally



displayed without a name, the public took to calling it the Montreal and the name stuck. It had a bespoke 2+2 body atop a Giulia Sprint GT chassis with a Giulia Ti four-cylinder engine.

The first production model came out in 1970 and was quite different from the original, using a 2.5 liter cross-plane dry-sump V8 coupled to a five-speed front-mounted ZF transmission. The engine was derived from the 2-liter V8 used in the Tipo 33 sports prototype racer. The chassis and running gear of the Giulia GTV coupe were used, with the front springs suitably

uprated for the increased weight of the V8 engine and dry sump system.

The Montreal featured a number of very unique styling elements, which is what undoubtedly caught Bud's eye. Styled by Marcello Gandini, the most eye-catching feature is the front end with the headlights partly covered by unusual grilles that retract when the lights are

turned on (a compromise Gandini had to make to allow for the low hoodline while still meeting certain country's headlight height laws). The NACA duct on the hood is fake, designed to optically hide the necessary bulge in the top of the hood. The horizontal slats behind the doors suggest a mid-engined configuration, but have little function apart from

containing cabin vents.

The Montreal was a rather expensive car, priced just higher than a Jaguar E-type or Porsche 911. The relatively tiny engine only produced 230 horsepower, and the chassis was somewhat overwhelmed by the weight of the engine, so while it was a comfortable GT cruiser, it wasn't really up to the task of serious performance driving. As a result, only around 3900 examples were built between 1970 and 1977.

Although it was widely considered to be a flop in period, the passage of time has been very kind to the Montreal. When viewed as a design icon rather than a performance car, the unique and radical styling suddenly gives the car a much greater appeal today than it had in period, and now they are widely acclaimed and very sought-after.

Bud suffered from Macular Degeneration, a particularly cruel disease which causes a black cloud to form in the central portion of the visual field. Over time, the black dot becomes solid and slowly grows. Those so afflicted soon find themselves only having their peripheral vision. They can see to the sides, above and below, but nothing



***Bud didn't seem to own any cars that weren't exquisite. Here he and Jan drive up to the main stage to accept their trophy in the Alfa Romeo class at Concorso Italiano***



***Bud really enjoyed bringing the Montreal to car shows since it is so rare and unusual. Here it's displayed alongside the Pantera of Dennis Valdez.***



straight ahead. Over time, the blackness takes over the entire field of vision, causing complete blindness.

Bud's condition meant he could no longer drive, but to his everlasting credit, it didn't prevent him from still maintaining an interest in cars, and the people associated with them. Jan took to the driving role and logged many miles behind the wheel of the Pantera and the Alfa Romeo, with Bud happily riding shotgun.

The last car I'm aware of that he was personally involved with was a derelict Lamborghini P250 Urraco that was lan-



*Rare, beautiful, relatively inexpensive to purchase and eye-wateringly expensive if you break it, the Lamborghini Urraco P250 was yet another foray into the world of Italian exotic car ownership for Bud. He never got to drive it, but he enjoyed riding in it for the few months it was capable of attaining the locomotive state, before it was sold*

guishing in the central valley and was put up for sale. One of only 21 US-model cars (of 791 total produced), it was also styled by Gandini, in the now-familiar 1970s design idiom of the angular, mid-engined exotic with pop-up headlights. Powered by a 2.5

liter cross-plane (American-style) V-8, it had about 215 horsepower, but despite this, it was still capable of a top speed approaching 150 mph thanks to its slick aerodynamics. Designed as an entry-level Lamborghini, slotted well below the Countach in the marketplace, it was

intended to compete with the 246 Dino (Ferrari) and the Porsche 911. Like the Porsche, for tax purposes it was fitted with vestigial rear seats, because in certain European countries, four-seat cars were taxed considerably less than two-seaters.

Bud and Greg discussed the car and decided to head out there to take a look at it. When they were more than halfway there, Bud asked Greg what he intended to do with it. Greg said, "I don't want to buy it, I'm just driving you there, for you to buy it!". Bud said, "Well, I don't want to buy it, I'm just going along to keep you company while you buy it!" As they were beyond the point of return, they decided to continue on and go halves on it, bring it home, fix it up and flip it for fun and profit.

Which is more or less what they did, except, perhaps, for the profit part. The only thing more expensive than an expensive Lamborghini, is a cheap Lamborghini. Once they dragged it home, they found a host of small, nominally insignificant but maddening problems, including a cracked distributor cap and rotor (find one of those at O'Reilly's next time you're there!), and a Rube Goldberg door window mechanism that



*Few cars hide their extra seats as well as the Urraco. Rather than the high-pitched wail of the flat-plane Ferrari V-8, the 2.5 liter cross-plane V-8 in the Urraco sounds rather like a Buick/Rover engine, and delivers similar levels of performance (which is to say, not such a lot, although it's a high revver). The favorable aerodynamics afford surprisingly high speeds for a car of such little displacement and power output*



had completely fallen apart. But with time and effort, with Greg working and Bud hanging out and chatting, eventually they got it going. They came in it to several PCNC meetings (with Bud sitting transversely in the back seats while Greg and Diane rode up front), before keeping to their commitment to one another to sell it. It went on Bring a Trailer in March of this year, and while it failed to sell initially, eventually the exposure there enabled them to find a buyer and it went off to a new home.

This, then, is a partial and certainly incomplete look at Bud Millard's automotive life. I only learned a little bit about his early years after some serious internet sleuthing. He was certainly not a shy, retiring type by any means (!) but he never, ever spoke of himself, much less bragged, even though he was widely

acclaimed and had owned and shown some truly impressive and significant automobiles. Greg told me that he had owned a whole litany of hot rods, including iconic examples like '32 Ford, '50 Mercury, and countless others.

It's so sad to me that I never understood any of this about him, for I would have loved to simply sit down with him and have him tell me stories about all the cars and adventures he had enjoyed over the past 50-60 years.

Given his penchant for car shows, and generally celebrating the more static aspects of the automotive hobby, it struck me as curious that he would suddenly turn away from show cars that were meant to be driven slowly, parked and looked at, and instead fell into the world of ultra-exotic supercars easily capable of all-day driving at triple-digit speeds.

While he appreciated their style, he never had the slightly desire to go fast.

He summed up his philosophy thusly: "There will always be somebody else faster than you. I would much rather cruise, with one arm on the door and the other arm wrapped around my girl".

That was Bud in a nutshell.

I hope that this summary that focuses on his cars, rather than he himself, would meet with Bud's approval. Bud and Jan were a constant presence at PCNC events, meetings and car shows, and I know that I speak for everyone when I say that he will be much-missed.

Significantly, Jan has announced her intention to keep the Pantera for herself, and so here is hoping that she continues his legacy of enjoying the fun and fellowship that our cars engender!



*Bud with the loves of his life—his wife Jan, and his Pantera. Fortunately Jan will be taking over the Pantera and we will be seeing her again soon*



# All-Italian Day

Story by Mike Drew

Photos by Mike Drew, Ron Southern and Phil Graham

The Monterey Car Week represents the ultimate overload for the classic car enthusiast. All week long, from early in the morning until late into the night, there are just endless opportunities to celebrate various aspects of the classic car world. Whether it's racing, or concours, or auctions, or automobilia, it seems you can't turn around without seeing something extravagant and over-the-top. Honestly, it can all be a bit overwhelming.

It takes awhile to recover from a week like that, but happily for people like us, each October there is a delightful little event that represents the absolute antithesis of the Monterey Car Week. I'm speaking of the All-Italian Day, put on by the Alfa Romeo Association, a nominally national organization that was founded in Northern California in 1958 and still retains a somewhat regional focus.

Many years ago, the club chose

to raise money to benefit the Special Olympics of Northern California, and decided that hosting a car show would be a fun and effective means to do so. Rather than simply looking inward and showing off Alfa Romeos, they instead chose to embrace all Italian cars, as well as motorcycles. Unlike the huge, elaborate affairs found in Monterey, they deliberately chose to keep it as low-key as possible. For many, many years the show was held at a middle school in Alameda, but in recent years they have chosen to move it to a soccer field on the other side of town.

The weather at this time of year is normally terrific, which adds to the appeal. Even though people routinely pay lots of money to take part in such affairs, and despite the fact that the goal is to raise funds, the organizers have deliberately chosen to keep the entry costs minimal (until recently, it was free) and instead rely on the good grace of the

participants and spectators to support their fundraising efforts.

It's always a coin toss for us, deciding whether we will take my 1972 Pantera or Lori's 1971 Pantera. While we were leaning towards taking her car because it's been a bit neglected of late, a sudden mysterious onset overheating problem (yet to be resolved) forced a last-minute substitution, and so it was that we found ourselves sailing down the road in my car. Sunday morning traffic was light, and after gritting our teeth on 880 and passing through some of the less-desirable neighborhoods of Oakland to get to the Alameda tunnel, we emerged safe and sound and made our way to the show grounds.

PCNC has traditionally supported this event and this year was no different. One of the things we really appreciate is the fact that the organizers deliberately avoid grouping cars together by marque. They encourage mingling and mutual

appreciation by simply parking the cars in the order they arrive, in a series of concentric circles. The motorcycles are set off to the side, parked on solid ground in deference to the limitations posed by their kickstands, which don't deal well with soft grass!

We were directed to a parking space, very near to a magnificent yellow 1968 Lamborghini Miura S. This car is somewhat famous as it is owned by the father of Derek Tam-Scott, a well-known YouTube automotive journalist. There are a pair of terrific videos on this car visible on YouTube, hosted by Hagarty and



*We were parked in good company, right behind Derek Tam-Scott's Lamborghini Miura S*



ISSIMI respectively. Each of them is well worth a look.

Parked a few cars away were two Panteras side-by-side—the yellow 1972 Pantera of Matt Kelleher, and Phil Graham’s seriously slammed red 1971. Matt is a regular participant at the Alameda show, but Phil had previously announced his inability to make it. Fortunately, his previous commitments managed to disappear and here he was!

Over in the corner was the Pontiac wagon of Greg Taylor. He had unloaded his super duper Mangusta, fresh from its Ironstone public debut, and just as before, he and Diane found themselves swarmed with admirers all day long. He learned his lesson and this time brought an extra battery, as seemingly everyone



*Matt Kelleher with his 1972 Pantera, alongside Phil Graham’s 1971 Pantera*



*Absolutely everyone was fascinated with Greg Taylor’s Mangusta*

wanted to see the car’s party trick of self-opening front and rear decklids, over and over again.

Among the first to arrive at the show were Tom Leonard and Ron Southern. Ron was in his yellow 1973 Pantera of course, but given that Tom owns an exceptionally rare Alfa Romeo 8C Competizione, it would be a bit churlish to leave it at home in favor of another Pantera.

As we were wandering about, we spotted an absolutely stunning red Pantera that nobody could remember seeing before. It seems incredible that this car has been living in the Bay Area since new and has never been seen? It turns out that it spent almost all of its life



*Ron Southern with his Pantera L and Tom Leonard with his Alfa Romeo 8C Competizione*



living in a warehouse workshop on a pier, right behind Alioto's Seafood in Fisherman's Wharf! The owner was a mechanic who looked after most of the boats used in San Francisco's expansive fishing fleet, and he kept his Pantera tucked away in a corner of his workshop. He had built this car at great expense and effort, decades ago, but rarely drove it. When he passed away it was left to his daughter, and his son-in-law, Tamotsu Nozawa, brought it out to the show for the first time.

It was a fascinating car, but difficult to identify specifically



*Tamotsu Nozawa with his father-in-law's stunning Pantera.*



*Scott Pinsky is especially enthusiastic about the history and legacy of his Alfa Romeo Duetto Spyder*

because when the car was restored they took the curious decision to remove all the VIN tags, and fill and paint over the chassis number! So there were no visible markings on the car and it could only be identified by the registration paperwork—and that contained a typo in the VIN!

Tamotsu had recently come to terms with a recalcitrant window (thanks to the typical broken plastic gear) and was generally gaining familiarity with the car and stated his intent to start enjoying it more. All of us present went out of our way to try to impress upon him the importance of PCNC membership to smooth the ownership pathway, but as of yet I have not heard of him making



*The show site was filled with all sorts of Italian cars, from the humble to the sublime, all arranged in a semicircular manner with plenty of space between them to afford viewing from all angles*





*A handful of exquisite Ferrari berlinettas were scattered around, including this 1961 250 Pinin Finin Coupe and 1971 365 GTB/4 Daytona*

any inroads in that direction. Hopefully we will see him again and successfully incorporate him into our merry band.

Disposal of your Pantera doesn't eliminate you from the family, and so we spent quite a bit of time chatting with Scott Pinsky, who after 20 years of ownership and PCNC membership, sold his Pantera to Jay Leno about ten years ago. He is still interested in our club and its members, and we continue to admire his exquisite Alfa Romeo Spyder.

The hallmark of this specific show is the rare and unusual models from the more plebian marques such as Fiat and Autobianchi. While yes, there was a magnificent Ferrari Daytona on display, there were also a bunch of cars that, when new, were owned by members of Italy's working class, and not imported to the USA, making them exceptionally rare, and all the more interesting for it.

Also present was Bruce Trenery of Fantasy Junction, the well-known purveyor of high-end collector cars located nearby in Emeryville. He and his team brought four magnificent cars from their showroom, both to add flavor to the event, and also to gain them exposure. The most notable was a Fissore-bodied 1964 Osca 1600 GT2. This car was one of only 21 OSCA 1600



*The Fiat Cinquecento was a rear-engine 500cc city car made from 1957 to 1975. Approximately eleven billion were made but none were sold in the United States*



*This delightful 1964 OSCA 1600 GT2 stood out among the rest of the cars present, not only for its incredible rarity, but also because of the unique styling and extremely sophisticated engineering*





*The show featured a wide variety of Italian motorcycles and scooters*

GTs built, and one of only three that received the uprated GT2 engine. While OSCA cars generally benefited from Fiat support and were directly based on production Fiats, these cars were uniquely constructed as a totally OSCA-derived endeavor. Powered an OSCA four-cylinder twin-cam 1600cc engine backed by a four-speed gearbox, the cars had a tubular chassis built by Gilco, with independent suspension and disc brakes all around, all wrapped with

bespoke Fissore bodywork. The GT2 variant used twin Weber 42 induction that resulted in a power increase to 145 horsepower.

It was really a privilege to see such a special car on display.

The Italian exotic motorcycle community came out in force, as did



*This 1951 Nash-cum-Camaro was a supremely weird car to find at an Italian car show!*



*Not all Italian sports cars are expensive. This Fiat X1/9, a pair of Fiat 124 Spyders (styled by Pantera designer Tom Tjaarda), and Ferrari 308 GT/4 deliver an enormous amount of fun for a relatively small financial investment*

the offbeat Piaggio and Vespa crowd, with numerous examples of each parked together off to one side.

The Alameda County Sheriff's Office had a recruiting booth set up, with a 1951 Nash police car on display alongside. A peer inside revealed not all was what it appeared to be, and it turned out that the car was an original Nash body and chassis completely set up with the running gear, interior and steering and suspension from a 1980s Camaro! So from a distance it appeared to be a classic car, but the oily bits were all relatively modern. Quite an unusual car under any circumstances, but how it came to be owned by Alameda County and decorated like a police car was a story that was never fully told by the deputies present.

Eventually pangs of hunger made their presence known, and so we wandered over to the food truck. Also seen



at Concorso Italiano, it featured nothing but genuine Italian fare, and is owned and operated by an immigrant from Italy. It should go without saying that the food was terrific!

Unfortunately, there was a bit of a mixup between the event organizers and the suppliers of the port-a-potty facilities. Although the agreement was for an ample supply in keeping with the anticipated attendance at the event, on the day, the company only delivered one

single unit, which was a ridiculous decision. It had reached maximum capacity long before lunchtime, and the organizers were quietly encouraging spectators to go and explore the local flora to attend to all but their most urgent needs. Frantic calls netted promises of additional support, and later one, the fools delivered *one* more unit! None of this was the fault of the organizers, and one can imagine they will be searching for a different vendor next year!

This show is known for breaking up early, and people started streaming

out shortly after lunch. Several of us took to trying to help Greg get his Mangusta loaded back onto his new trailer, which resulted in a bit of contradictory arm-waving and more than a bit of to-ing and fro-ing before the car was finally



*Ferrari Testa Rossa and Alfa Romeo 1750 GTV in front of a Ferrari FF, Ferrari 328 and Alfa Romeo Spyder*



*Modern Italian car owners weren't left out, as evidenced by this 'Fiata', a Miata-based Fiat Abarth 124 Spyder*



*The Lancia Fulvia Coupé was an innovative front wheel drive sports coupe powered by a narrow-angle 1.3 liter V-4*



*This was the scene of unspeakable atrocities....*





*After plenty of unsolicited advice (well-intentioned though it may have been), Greg Taylor was left to somehow extricate himself from his Mangusta*

positioned in somewhat the correct location. The trailer in question doesn't lend itself to hauling an unusually low Italian car, and Greg had to resort to a fair amount of gymnastics to extricate himself once he had shut it off!

Matt Kelleher had been describing his recent decision to simply remove the thermostat from his Pantera's 351 Cleveland. Those of us who know how these engines work were incredulous, as doing so absolutely guarantees engine overheating as water is allowed to circulate inside the engine without passing to the radiator. He insisted that it worked great, just before we left the

show and found ourselves in a grueling gridlock as seemingly everyone in Alameda decided to pass through the tunnel at one time. Matt suddenly burst from the lineup and sped off, seemingly destined for an alternate route, but after a few minutes he reappeared from a different direction, rejoining the scrum in literally exactly the same position he had vacated. Clouds of steam were seen pouring from the car as we finally made our way onto the freeway, but fortunately he managed to make it home. As soon as the car cooled off he installed the thermostat again!

(Don't try this at home, kids....)

We were glad we were in my Pantera, as Lori's Pantera would likely have suffered a similar fate had we attempted to endure the go-home traffic. Seeing Matt's Vesuvian display behind us further motivated us to attempt to tackle the problem, which in our case may be down to a defective thermostat. I hope so, because I'm not anxious to buy a complete new radiator!

Questionable bathroom facilities and murderous post-event traffic aside, the show was really quite terrific, as it always is. It affords the Italian car and motorcycle enthusiast the opportunity to gently wander a small show field and see



*Phil Graham heads for home....*

one or two representative examples of virtually any classic Italian vehicle you could care to name, not to mention numerous others you've never heard of. The food is great, the cost is reasonable, the site is humble but comfortable enough, the weather is always great, and the organization being supported is as noble as they come. Plus, the old friends you see and the new friends you make are in and of themselves worth the effort to attend it. This show, which is always the first Sunday in October should definitely be on your calendar next year!



# Drive to Canepa Design

Saturday December 3, 2022



Fellow Pantera Enthusiasts,

Here's a great opportunity to take your De Tomaso out for an awesome drive through the redwoods on beautiful Skyline Drive. We will start out at the Crystal Springs Rest Area off of northbound I-280, just past the intersection with Hwy 92 (it can only be accessed in the northbound direction). We will caravan on Skyline Boulevard starting at Hwy 92. The route will be Skyline to Hwy 9 through Boulder Creek and end up at Canepa Designs in Scotts Valley.



After touring their showrooms and shop, we will have some lunch. **PLEASE RSVP** so I can decide on the lunch venue. If we have many participants, lunch will be at a local restaurant. If we have a smaller group, lunch will be at the Konos.

We will be leaving from the Crystal Springs Rest Area at 9:30am. The drive should take about 90 minutes. Plan to be there with nearly a full tank of gas. The reason we are starting at the Rest Area is to allow for a comfort stop before we start our drive.

Gary Kono  
[gary5634kono@gmail.com](mailto:gary5634kono@gmail.com)  
831-359-8503



# 2022 P C N C

## ● HOLIDAY BANQUET DINNER ●

### AWARDS CEREMONY

Sign up for the Banquet on-line and pay with your credit card or Paypal account. Or if you wish, send your check for dinner reservations. Be sure to put your name(s) and meal choices on the memo line if you send a check. Dinner reservations must be received by **November 23rd**

**WHEN:** Saturday, December 10<sup>th</sup>. Reception, no-host bar, and entertainment begins at 6:00pm. Dinner is at 7:30pm.

**WHERE:** The Hilton Garden Inn, 2000 Bridgepointe Circle, San Mateo, CA 94404. 650-522-9000. Orchid Room - First floor, to the left of the reception when you enter.

**PLATED DINNER CHOICES:** Appetizers will be served prior to dinner, salad, and dessert.

- **Chicken Cordon Bleu:** Served with Sherry Cream Sauce, Rice Pilaf
- **Grilled Pork Chop:** Parmesan Risotto, Served with Apple Brandy Jus
- **Tortilla Crusted Tilapia:** Served with Mango Salsa, Rice Pilaf

**BANQUET PAYMENT:** \$75 per person. Click on, or enter the following link on your computer or phone: <https://2022pcnc.brownpapertickets.com/> You will be charged \$80.99 per ticket which includes the service charge from the on-line processor. For those choosing PayPal, please note that the recipient of your payment will show as Lawrence Finch, PCNC Treasurer.

**CHECK PAYMENT OPTION:** For Members who wish to pay by check, make checks payable to "Pantera Club of Northern California", The bank does not like us to use PCNC. Write the names of people in your party that you are paying for along with their dinner choices on the memo line. You may also attach a note. **Checks must be received by November 23rd.** Bring to the next PCNC meeting or Mail to: **Dennis Valdez – 3252 Charmat Court, San Jose, CA 95135**

**OVERNIGHT LODGING:** A limited number of discounted rooms are available - King (\$129) and Queen/Queen (\$129) plus applicable taxes. Buffet breakfast is included in the room price. Make reservations by clicking on, or entering the following link on your computer or phone <https://tinyurl.com/PCNC2022-Hotel> or by calling 1-650-522-9000, be sure to mention your with PCNC to get the discounted rate. **Reservations must be secured by December 2,** to get the discounted rate. Questions? Call Dennis at 408-772-6685 or, [valdezs1@yahoo.com](mailto:valdezs1@yahoo.com)



Brent Stewart  
1239 Valley Quail Circle  
San Jose, CA 95120



## NEXT CLUB MEETING

**Thursday, November 17th, 2022  
7:30 P.M.**

*ONE WEEK EARLY!*

**GIOVANNI'S PIZZERIA  
1127 Lawrence Expressway, Sunnyvale CA**

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## UPCOMING CLUB EVENTS

November 17 ————— PCNC Monthly Meeting (One Week Early!)

December 3 ————— Skyline Drive to Canepa Motorsports (Gary Kono)

December 10 ————— PCNC Christmas Party (Dennis Valdez)

**REMINDER — NEWSLETTER ARTICLES DUE BY 15th OF EACH MONTH**