



CAM Chronicles

The Newsletter of the California Automobile Museum

Notes From the Dashboard...

As I walk the floor of the Museum daily, I'm in awe of the beauty of our collection of vehicles on display for the public, but I am also reminded every day that the most valuable part of the California Automobile Museum is its people. CAM Members, supporters, visitors, volunteers, trustees, and staff bring the Museum's gorgeous automobiles to life through learning and accessibility to that collection. So thank you to all of you who have a part in making the Museum what it is today! I would like to take this opportunity to give you an update on the Pavilions Project - the journey to update our building to truly complement and properly house our incredible collection and improve the visitor experience.

First, we are currently working on the transformation of our new racing and performance galleries by stabilizing and augmenting the current walls, with floor treatment next.

Concurrently, we have been installing heaters throughout the museum to help control the colder winter temperatures, and preparing for a major renovation of the shed into our new main entrance, giftshop and café. We are visualizing all options for transforming these areas of our facility and grounds to improve visitor experience with new opportunities for engagement while elevating the Museum's appearance and reputation.

We are presently in the fundraising phase of the Pavilions Project, so if you have not yet participated, there will be more opportunities to do so in the weeks and months ahead!

As Fall arrives, we are also excited about our upcoming fundraising events - the 13th Annual CAM CruiseFest on September 14 and our annual Fundraising Dinner - An Evening with Chris Jacobs on October 11, as well as our next exhibit - Joe's OK Used Cars featuring the amazing and eclectic collection of our Board President, Joe Hensler.

Hope to see you at the Museum soon!
Karen McClaffin, Executive Director

Calendar of Events...

Model T Driving Class	Sat, Sept 7
CAM CruiseFest	Sat, Sept 14
Annual Fundraiser	Fri, October 11

Meetings...

Board Meeting	Last Thurs, 5:30 pm
Docent Council	2 nd Weds, 1 pm
Education Committee	Last Weds, 1 pm
Exhibits	2 nd Thurs, 1 pm
Library	Weds, 10 am
Road Crew	1 st & 3 rd Weds, 1 pm

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2200 Front Street
 Sacramento, CA
 95818
 916.442.6802

Upcoming Events...

Model T Driving Class Sat, Sept 7
 CAM CruiseFest Sat, Sept 14
 Vinyl Nights, 4th Fridays Sept 27, Oct 25
 Youth Basic Engine Class Thurs, Oct 3
 Annual Fundraiser Fri, October 11

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 Docent Council 2nd Weds, 1 pm
 Education Committee Last Weds, 1 pm
 Exhibits 2nd Thurs, 1 pm
 Library Weds, 10 am
 Road Crew 1st& 3rd Weds, 1 pm

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Exhibits & Education



Formula Vee (Formula Fau Vee in Germany) or Formula Volkswagen is a popular open wheel, single-seater junior motor racing formula, with relatively low costs compared to Formula Ford.



On the international stage, Niki Lauda, Emerson Fittipaldi, Nelson Piquet and Keke Rosberg, all Formula 1 champions, and Scott Dixon, a six-time IndyCar champion, raced Formula Vees in Europe, New Zealand, or the US at the beginning of their careers. In Australia, V8 Supercar drivers Larry Perkins, Colin Bond, John Blanchard, John Bowe, Jason Bargwanna and Paul Stokell were also racers in Formula Vee. ⁽¹⁾

Formula Vee traces its history back to 1960 and was started at the request of Volkswagen dealers. Three years later, the league was established and recognized as a class within SCCA (Sports Car Club of America).

US Formula Vee is based on the 1963 Volkswagen Beetle. The 1200 cc engine, 4 speed transmission, link pin front suspension, drum brakes and steel wheels are stock, modified stock or equivalent parts. The chassis is a tube frame design, and the body is generally fiberglass or aluminum. By 1966, FV was ranked third in popularity out of 17 SCCA classes, in terms of numbers of racers.

Amazingly enough, even with there now being some 30+ classes, FV remains 3rd on the overall SCCA list - first in the Open Wheel category. The intention of this class was (and still is) that the average person could race and maintain the car with minimal expenditure, and it has proven itself successful for over 55 years. The class is not only about controlling cost, but to enhance competition by controlling technological advances and emphasizing driver ability.

The chassis are known for their low-cost, ease of repair and high structural integrity - allowing most drivers to walk away from accidents. Dunlop produces a tire specifically for Formula Vee and this is the only tire allowed in the class. This tire is suitable for wet or dry racing conditions. Wings are not allowed. Limited slip differentials or any type of traction-control is prohibited. The 1,040-pound racer is capable of speeds up to 120 mph.

Some of the more renowned producers of these historic racers are Zink, Autodynamics, Lynx, and Formcar. The cars are no longer produced but aftermarket parts are still available.

Over the years, the rules have evolved to improve performance, lower cost, and to allow for the replacement of discontinued parts. In 2003, Grassroots Motorsports presented Formula Vee with the Editors' Choice Award. ⁽²⁾

Unlike many open-wheel formulas, Formula Vee cars are not permitted to use wings or ground effects to produce aerodynamic downforce. The lack of these features, the limited engine power, and the similar performance of the cars makes taking advantage of slipstreaming a key tactic. ⁽³⁾

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The 2019 minimum weight is 1025 pounds with driver. One of the most interesting aspects of the class is that cars built for the class 30 years ago can still be competitive today - that says a lot about class and rules stability as well as cost containment.

Each year, Formula Vee is one of the classes at the SCCA Runoffs, which awards a national championship. While it is primarily a class in the Sports Car Club of America, many other organizations have adopted Formula Vee as a class.⁽³⁾

In 2007, a 'Top National' FV ready to race would cost around \$20,000. The same car could be bought as a kit (minus the Volkswagen parts but including the motor and transmission) for about \$8,000, . Maintenance cost varies significantly and will be mostly related to tires and amortization of the motor rebuilds if you don't have crash damage. On the good side, a lot of crash damage can still be fixed using junk yard parts (and a lot of labor), but 'race ready' parts can be purchased from a number of entrepreneurs around the country if you want to skip some of the labor stuff.

FV is one of the largest classes at the SCCA National Championship Runoffs and, in fact, had the largest car count in 2007. FV was also third in competition number ranking across all SCCA classes in '07, '08 and '09 and continues that reign today. Variants of the Formula Vee rules exist in Canada, UK, Ireland, Australia, South Africa, Germany and New Zealand. Although conceived and implemented in the US in 1963, the worldwide class of FV truly took off in 1966 when Formula Vee took hold in Europe. It proved very popular as a low-cost route into formula racing and quickly gravitated to other parts of the world. Today's FV series is still strong and is generally one of the largest classes during any racing weekend.⁽⁴⁾

1. *Wikipedia, 18 May 2024*
2. *The Wayback Machine, 2008-05-31*
3. *The Cost of Racing: Formula Vee, McCarthy, Dan 2022-01-02*
4. *Runoffs Archives" SCCA. Retrieved 21 July 2019*

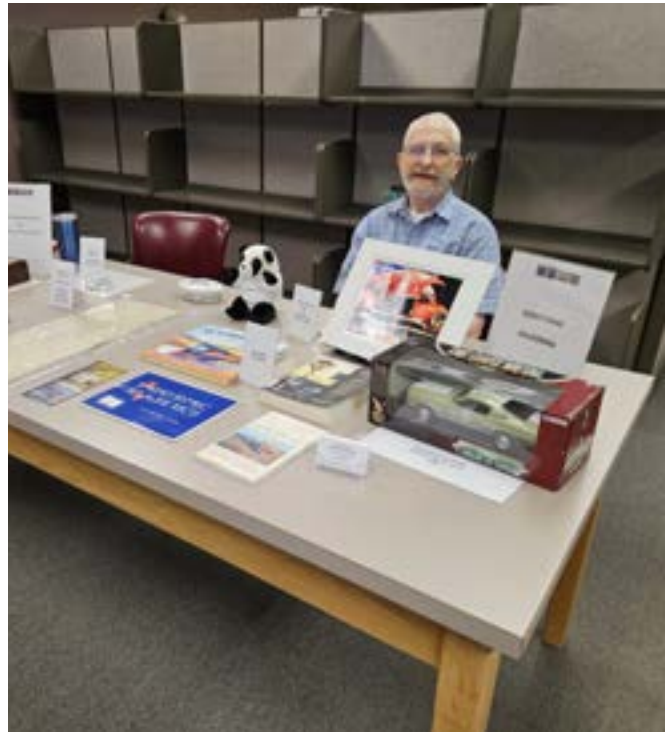




AND THE BEAT GOES ON!

Many new (used) items have been coming to the library in the midst of our ongoing move. Shelving books in the “outer library” came to a halt when renovations began in the Administration Office. The office remodel is coming along nicely and will really enhance that area. But it has created problems for the library, mainly plaster dust everywhere. The newly installed shelving is covered in it and any and all books will have to be dusted with a small electric vacuum cleaner and the shelves recleaned. Also, the Sales Office cabinets with sensitive records in them had to be stored somewhere. Yes, you guessed it! Bingo!! Just where you enter the “out library” you run right into them. Getting around them has been a challenge on some days, but that can’t be helped -- business goes on. The electrical work has been completed and now we’re waiting for some trim work to be completed.

I have been very busy adding many new records and updating existing records in anticipation of the museum’s software programs moving to the cloud. This move includes our four PastPerfect catalogs that the library uses to catalog materials. This move will be creating new challenges, opportunities and headaches for all museum staff as things will look a lot different on the screens.



Archives Crawl

Once again, the Research Library and Archives will be participating in the regional Archives Crawl. This year’s event takes place on Saturday, October 5th, 10 a.m. to 4 p.m. Our library will have items on display at the Center for Sacramento History. The Archives Crawl will be hosted at four libraries/archives: California State Archives, California State Library, Center for Sacramento History, and Sacramento Public Library.. The purpose of the Crawl is to educate the public on what archives are, what archivists do, and the importance of historical preservation and research. Last year several hundred people explored archival materials at the above locations.

AND THE BEAT GOES ON! Ron Grantz



Events

MODEL T BASICS & DRIVING CLASS SAT, SEPT 7

Students of the Model T driving class will receive an introduction to the Model T and how it works. Each student in the class will have a lesson on driving the car and use this new knowledge to drive a Model T during the class – an experience that won't be forgotten!

Time and Location:

Sat, Sept 2024, 9:00 AM – 2:00 PM

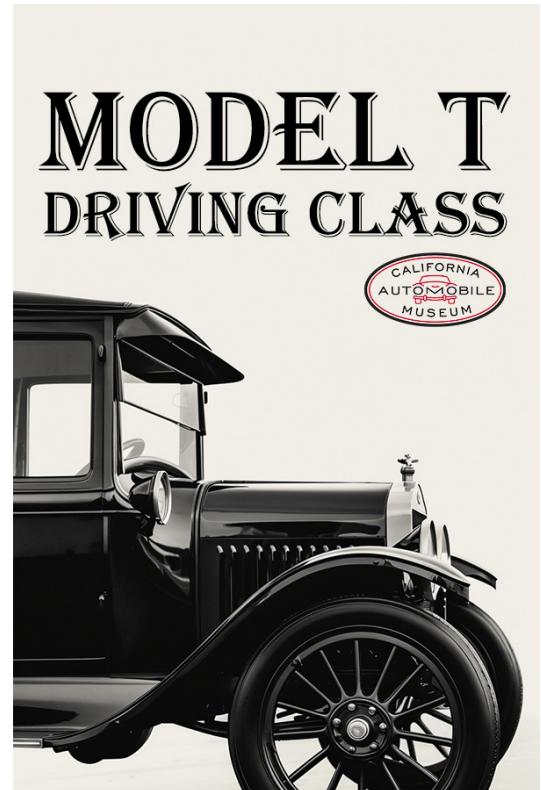
California Automobile Museum, 2200 Front St, Sacramento, CA 95818, USA

About the event:

The workshop will run from 9 am – 2 pm and is \$110 per person for non-members and \$100 per person for members. The price includes Museum admission, an instruction manual, materials, and a light lunch. Please notify us of any allergies when signing up.

Students must be at least 18 years of age and provide a current driver's license. Space is limited to 8 participants per date and these classes fill up quickly!

Cost: \$110 Non-Member / \$100 Member



YOUTH BASIC ENGINE CLASS

THUR, OCTOBER 5TH, 2024

This is a hands-on, 3 hour class aimed at all ages 10+ this month! Students learn how an engine works by taking apart a single cylinder engine to see how the solids, liquids and gases interact to make it run. Students also get to fire up an engine to see how it gets its job done.

\$30 Non-Member / \$25 Member





JOIN US ON SEPTEMBER 14 AS WE HOST OUR ANNUAL CRUISEFEST ON FULTON AVENUE!

See hundreds of cars of all makes and models, eat from your favorite food trucks, listen to good music, and visit our beer garden. Come experience what makes CruiseFest one of the biggest family car events in Sacramento.

Registration:

FREE for Spectators

\$29 for Museum Members

\$45 for non-members

\$60 on the day of the show (if not sold out, cash preferred). One ticket required per car.

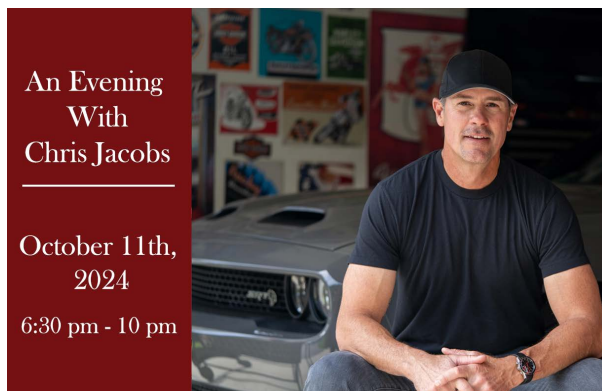
Proceeds of the event benefit the California Automobile Museum - a 501c3 charitable organization.



AN EVENING WITH CHRIS JACOBS

Best known for his time as the host of the automotive makeover show "Overhaulin'" and the hit series "Long Lost Family" on TLC, currently working on the show "Dream Collections" on Mav TV and Mecum Auctions on Motortrend & MAX, we are thrilled to announce that we are having Chris Jacobs hosting our annual fundraising dinner.

Join us on October 11, 6:30pm - 10:00 pm, for a meet-and-greet with our celebrity host, fine dining, live and silent auctions, and an opportunity to ensure the future of our museum is bright!



TIME & LOCATION OCT 11, 2024, 6:30 PM - 10:00 PM

CALIFORNIA AUTOMOBILE MUSEUM, 2200 FRONT ST, SACRAMENTO, CA 95818

Tickets: Earlybird Museum Member Ticket Price (through Sept. 11) \$100.00

General Public Price \$150.00

Full Table of 8 Price \$1,000.00

Full Table of 10 Price \$1,200.00

ABOUT OUR HOST

Chris Jacobs is a host and television personality best known for his automotive makeover show Overhaulin' which premiered in 2004, and the hit TLC series Long Lost Family which debuted in 2016. He also serves as host for the Mecum Auctions and as co-host of SEMA Live, both seen on Motor Trend Network.

In 2003, he received his first big break, landing the hosting job on Overhaulin'. His first-ever job as a host, Jacobs quickly realized that this was his comfort zone. He was much better suited to being a host than he was as an actor. Overhaulin' quickly became the most popular show in the automotive world, with legions of faithful fans tuning in every week. The success of the show was largely due to the talents of design legend Chip Foose and the easy-going chemistry between Chip and Chris. Over the next 10-plus years and more than 100 episodes, Overhaulin' has become one of the most venerable shows in the genre. The exposure Chris received from Overhaulin' opened many doors in the hosting world. Chris proved that he could host a variety of shows, including a 4-year run in the entertainment news world, where he served as a host and correspondent for The Insider and Entertainment Tonight from 2009-2012.

THANK YOU TO OUR SPONSORS

TRAVEL TO CUBA WITH CAM!



CALIFORNIA AUTO MUSEUM CUBA'S CLASSIC CARS

Saturday 11/16/24 to Saturday 11/23/24 (8 Days/7 Nights)

OFAC Category 515.574
A Support for the Cuban People Exchange



Trip Overview:

Join us for a unique once-in-a-lifetime trip to Havana on the beautiful and historical island of Cuba! You will enjoy a week supporting the Cuban people as you experience their art, culture, cuisine, music, and of course, the classic American vintage cars!

On this amazing trip, you will have a chance to ride and meet the owners of these vintage cars and learn how they repair them.

While you're in Havana, the Art Biennial will be taking place. The city is turned into an art gallery where Cuban, Latin-American and Caribbean artists display their creations.

In addition, you will visit Viñales, where you will see orchids in the wild, the waterfalls at El Salto and spend the afternoon at a tobacco plantation where you will experience why Cuban cigars are the best in the world.



Trip Highlights:

- Welcome and Farewell Dinners
- La Piragua Park - Classic Cars
- Old Havana Walking Tour
- Finca Vigía (Hemingway's house)
- Cigar Factory Tour
- El Capitolio
- Cruise in a Classic Car down El Malecón
- Viñales - Visit and lunch at a cigar plantation
- Soroa Orchid and El Salto Waterfalls
- Fusterlandia Community Project
- Morro Castle and La Cabaña Fortress
- Buena Vista Show and Dinner
- San José Craft Market
- Varadero - Taller de Cerámica

If you couldn't make it for our trip to the Carolinas, we have another opportunity for you to travel with CAM! Join our Executive Director, Karen McClaffin, Nov. 16 - Nov. 23, for a once-in-a-lifetime trip to Havana on the beautiful and historic island of Cuba! You will enjoy a week immersed in Cuban culture as you experience their art, cuisine, music, and of course, classic cars.

While you're in Cuba with us, we'll be exploring:

Historic cities

Beautiful tropical outdoors

Vibrant art and music culture

Delicious local food

How Cuban cigars became known as the best in the world

For booking information, the full itinerary, or more general information click on our website



Personalities at the California Auto Museum

IN MEMORIAM

DANIEL RODRIGUEZ

1951-2024

DOCENT CLASS OF 2014

2015 VOLUNTEER OF THE YEAR

ROAD CREW, SPEAKERS BUREAU,

CAREER: RETIRED WACHOVIA BANK PROJECT
MANAGER

Dan grew up in a military family. While living in England, Germany, France and Japan, he learned some of the language of each country. Later as a docent Dan's language skills proved useful while giving tours to museum visitors who spoke another language. Dan finds it easy to converse with people. Kids tours are always fun, as he gets to re-tell the old jokes his wife has heard a dozen times.

Back home in California, by 15 Dan was learning to negotiate the curves of the Santa Monica Mountains on a motorbike. One evening a friend called and asked, "Do you want a job at the Candy Store helping me park cars?". With only a motorcycle license and minimal driving experience, he had landed his first real job. The Candy Store on Rodeo Drive in Beverly Hills sold candy during the day. After dark the large back room became a lively night club frequented by Hollywood celebrities.

When he arrived, cars were backed up into the street awaiting valet parking, and they were yelling at Dan to get that Mercedes moved out of the way. He killed the engine 3 times before discovering that the transmission was a column shifted 4-speed. Daniel was clearing about \$125 a week, big money in 1967, while parking Jill St. John's red Ferrari, Sonny & Cher's Rolls Royce, Robert Culp's E Type Jag, and Steve McQueen's brown Porsche, to name a few. The Beatles showed up one evening in a chauffeured limo. After two years of driving every imaginable type of car, enjoying good tips and friendly people in a happy atmosphere - a tremendous education in cars, people and life - arriving home at 3 AM was taking a toll on his high school education, so Dan's dream job came to an end.

Dan's first car was a 1954 VW with a manual fabric sunroof. He drove this car for 3 years. His second car, a 1956 Chevy Bel Air, was followed by a 1973 VW which he bought new and still owns. It has been repainted twice and is on its 3rd engine. Daniel estimates it has in excess of 600,000 miles. When the VW lacks enough space, he drives his 1963 Lincoln Continental with rear suicide doors. His most recent collector car is a 1958 Triumph TR-3A purchased from CAM.

Free time provided by retirement and a Sac Bee article about Docent training led to Dan's discovery of the California Automobile Museum. It would be inaccurate to say that he graduated with his class of 2014 because Dan's love of travel meant he was in Italy with CAM's tour that spring - the first of many museum trips he would enjoy.



Dan described working with other docents as a wonderful experience - giving docents like Bob Daloia and Ron Vogel credit for teaching him all he knew, but not all they know. His mentor during docent training, Verle Smith, knew from the first session that he was destined to be one of the best docents, giving tours by himself well before graduation saying "I learned way more from Daniel than he did from me."

Scrapbook



THOUGHTS WHILE DRIVING

In early 2013 when I was Chairman of the Docent Council at the California Auto Museum, we didn't have a Scrapbook article for the upcoming issue of the Newsletter. So, I decided to venture out and write one about one of my exploits with cars as a teenager. It went over pretty well, and I wrote a few more the next year.

I started remembering a few more stories as I drove around during the next few months and thought I should write them down. This reminded me of a friend, and a member of Santa Barbara Elks Lodge #613 in the late 1970s, Ben Robbins. Ben was much older than me at the time and we got along very well. He wrote a 45 page book that was published in 1979 titled *Thoughts While Walking*. It consisted of several lines of the thoughts that came to him on his daily walks. He gave me a copy of the book and autographed the inside front page. Written above his autograph was the comment '*This book for Ken Jordan-you will be sorry you read it*'. I still have that book.

...Ken - December 4, 2015

WHAT'S A DUNE BUGGY?

In the early 1960s I was Quality Control Manager for an electronics company in Anaheim. The Plant Manager, Gene H., liked camping and the outdoors and he bought a Meyers Manx Dune Buggy kit to make a dune buggy. Dune buggies were something new and a guy named Bruce Meyer had gotten the idea for one when he was in Pismo Beach. He thought they would be a lot of fun on the sand. He designed and sold the kits.

The Meyers Manx dune buggy is a fiberglass body on a Volkswagen chassis. You had to buy the VW Bug and throw most of it away except the engine, running gear, etc. and the floor pan. In order for the body to fit, the floor pan had to be shortened, by about 12 inches, I remember.

Well, Gene asked if I would help him. The first thing that had to be done was the shortening of the floor pan by cutting that 12 inch section out of it. Gene bought the cutting/welding torches and equipment but he didn't know how to use them. I had been certified as an airframe welder by the Federal Aviation Administration in 1957 and I agreed to show him how to use the equipment.



We set the floor pan up on its side in the driveway of his home in Anaheim. I fired up the cutting torch and made the first cut across the floor pan. Gene made the next cut. We then aligned the two pieces together and I tacked them together. I then welded half of the floor pan and Gene welded the other half. Gene went on to finish the dune buggy and it was the first one to be registered by the DMV in Orange County.

In 1974 we got involved with a camper group out of Santa Barbara and our first trip with them was to Pismo Beach. We took Gene's Meyers Manx, and my son Kevin, and I went riding with him along the shoreline. The tide was out and that exposed many crabs and sand dollars. We jumped out of the dune buggy and started picking some up. Kevin found a very large crab shell that one of the Park Rangers measured later and said that if it didn't have a small piece broken out of the end, it could be close to a world record in size. Kevin and I still have some of the sand dollars.

We had taken my Kawasaki motorcycle and Kevin's Honda with us as well. We were used to riding in the desert sand but not on beach sand. On one of our attempts to climb a very high sand dune I was planning on flying over the top when I got there, but I didn't---I stopped on the crest. It's a good thing I did, because the sand dune was shaped like a wave coming to shore---there wasn't anything on the other side.