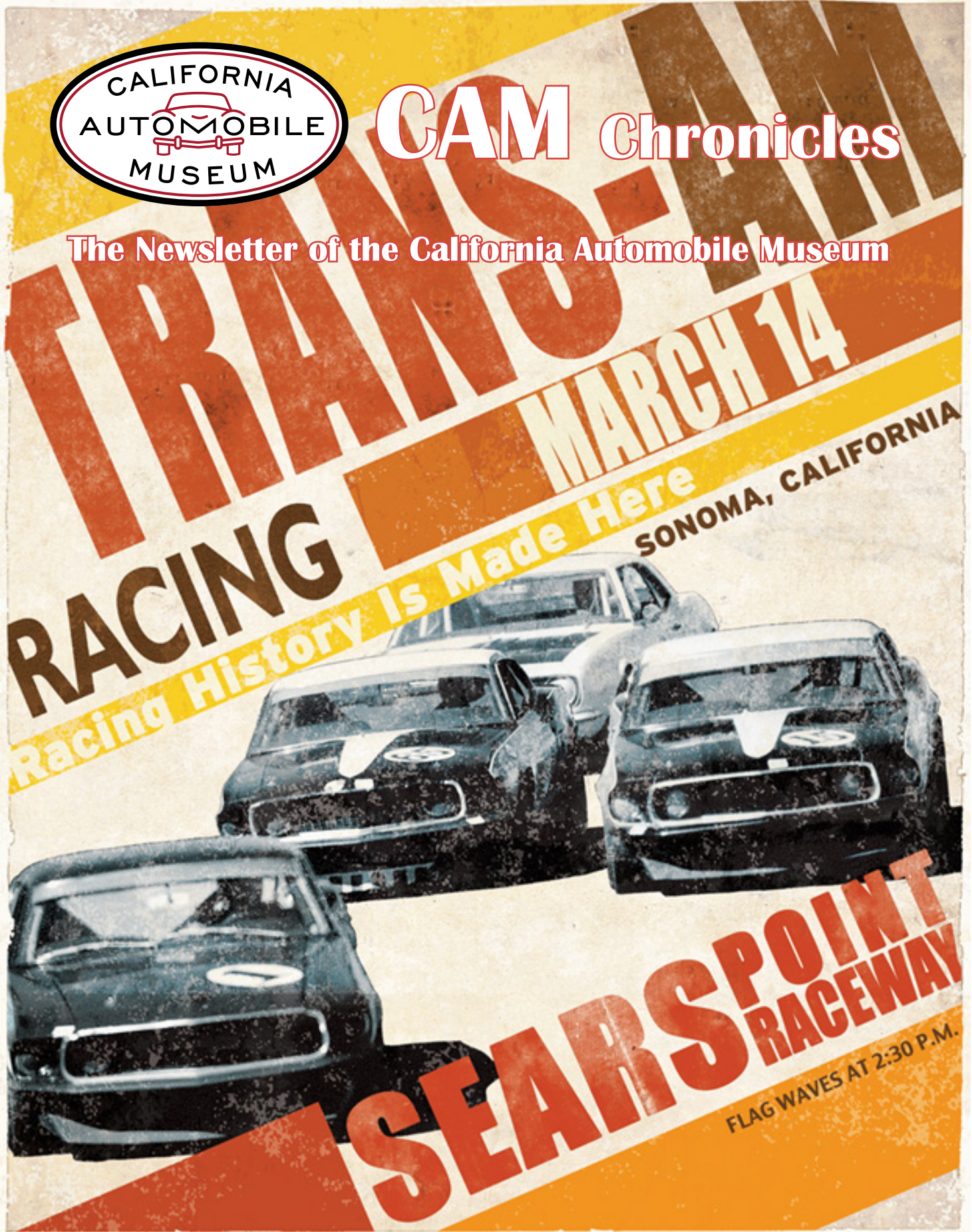




CAM Chronicles

The Newsletter of the California Automobile Museum



CAM Chronicles

From the Director

Dear Museum Friends

As we look forward to spring and the new growth that is already starting to peek out in the form of daffodils, crocus and tulips, I am looking forward to spring in the Museum with some beautiful displays beginning to peek out at us.

We opened our “Wild Horses: 60 Years of Mustang” exhibit in February, and it is such a treat to see all cars plus new exhibit kiosks and other features created by our fabulous staff and volunteers.



We installed gorgeous new flooring in the upcoming Racing and Performance Galleries, and the process of moving cars back into their places with new backdrops, artifacts and stories is currently taking place (watch for Grand Openings coming up in the next few months!). Additionally, thanks to all of you, we have been able to purchase the Wall of Legends display, featuring American pioneers of Kustoms and Rods, which we hope to unveil later in the year.

Please join us for our annual Membership Meeting on Friday, March 7 for a look back at our 2024 accomplishments and what we’re planning for 2025!

Hope to see you there,

*Karen McClafin, Executive Director
California Automobile Museum*

Calendar of Events...

Free Museum Weekend	Sat Sun Mar1,2
Annual Membership Mtg	Fri, Mar 7
5th Annual Docent Car Show	Sat, Mar15
Automotive 101	Sat, Mar15
Concours Judging Seminar	Sun, Mar 23
Model A Driving Class	Sat, Mar 29

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 Weds, 1 pm

Inside...

Exhibits and Education	Page 3
Docent Training Schedule	Page 9
From the Library	Page 10
Events	Page 11
Car Club Cavalcade	Page 12
CAMprofile	Page13
Scrapbook	Page 14



2200 Front Street
 Sacramento, CA
 95818
 916.442.6802



Founding Director: Dick Ryder

2025 Board of Directors

Ralph Carbone	David Felderstein
Jim Ferguson	Alan Galbraith
Chandler Knapp	Karen Long
Joe Hensler	Steve Koonce
Steve Meyer	Glenn Rondeau
Ed Silva	John Shirey
John Smith	Don Tollefson
Tom Tyer	

Docent Council

Ralph Carbone	Chair
Dick Sullivan	Vice Chair
Jared Seese	Treasurer
Bob Daloia	Training Chair
Doug Cook	Training Curriculum
John David	Docent Mentoring
Sharon Taylor	Secretary/Membership
Greg Alumbaugh	Denny Albrecht Events
Glenn Rondeau	Newsletter Editor
Mike Whelply	Past Chair
Frank DeBernardi	Communication
Duwayne Brooks	John Tennyson At Large

Volunteer Leaders

Ken Rothaus	Car Club Cavalcade
Dave Eichner	Pit Crew
Mike Willis	Detail Crew
Ron Grantz, Mike Ling	Library
Dave Frank	Road Crew
Dick Sullivan	Education Committee
Jim Ferguson	Exhibits Committee
John David	Mentoring Coordinator

Museum Staff

Karen McClafin	Executive Director
Mike Stiles	Vehicle Sales Manager
Sol Goldman	Vehicle Sales Assistant
ShaVolla Rodriguez	Exhibits Manager
Khalil Bourgoub	Marketing Manager
Tamara Samsa	Office Manager
Ellie Montgomery	Guest Services
Lauren Trask	Event Rentals
Cheema Singh	Maintenance
Dieter Stenger	Accountant
Daphne Ruffing	Volunteer Coordinator
Nayeli Rodriguez	Front Desk



Exhibits & Education

Born to Run – 60 Years on Track

Even if you're not a racer, it's likely you appreciate the contribution that competition Mustangs have brought to our favorite pony car's heritage. From SCCA to IMSA to FIA, Mustangs have gone head-to-head in most forms of auto racing known to man, and brought a toughness and reputation to the breed that wouldn't have existed had the car been viewed simply as a cute pony car. Not only did a "Win on Sunday, sell on Monday" mantra stoke Mustang sales at dealer showrooms, the lessons learned while racing have often had a trickledown effect on the cars we drive on a day-to-day basis.

Trans-Am

Racing has been a part of Mustang DNA from the start, but of all the genres and series that Mustangs have appeared in over six decades, perhaps none has the reputation or popularity of the original Trans-Am series. Hard as it may be to believe, 2026 will mark the 60-year anniversary of Trans-Am racing and true to form, Mustang was there from the start. In honor of that milestone, here's a brief overview of those early and glorious years.

On March 25, 1966, The Sports Car Club of America (SCCA) kicked off a new professional racing series for domestic and foreign sedans (as opposed to sports cars), calling it the Trans-American Sedan Series. Understandably, the new series didn't garner much media attention or corporate sponsorship that first year, as it was an untested concept. Trans-Am was divided into two classes, an over-2-liter: O-2, and an under-2-liter class: U-2, of which American sedans fell into the former. Displacement in the O-2 class was limited to 5.0 liters (305ci), an engine size that Mustang enthusiasts have grown to know and love. ⁽¹⁾

The second year of the series was the beginning of something big. While Chrysler inexplicably pulled their corporate support, despite nearly winning the 1966 championship, Ford, Mercury, and Chevrolet all jumped on the bandwagon with factory-supported teams. In the Blue Oval camp, the new Bud Moore Mercury Cougar team garnered the most cubic dollars, while the Mustang team run by Shelby American played second fiddle. Nevertheless, the two-car Mustang team with drivers Jerry Titus, Dick Thompson, and Ronnie Bucknum were neck-and-neck with the Cougars throughout the season.

Both of the Ford teams were running similar engines to the Mustangs of the prior year, meaning Hi-Po 289-based engines. Cylinder heads came from Ford's GT40 program, and while better than any other Windsor head in the arsenal, the airflow wasn't on par with the Chevrolets. Dual-quad Holleys were standard fare on the factory-team engines and the 289s had proven reasonably powerful and certainly reliable, but the handwriting was on the wall—Ford needed more cylinder head to stay atop the heap.



Again, the manufacturer's championship would come down to the last race of the season. While Mark Donohue took the win in a Camaro, Bucknum's Mustang finished second, immediately in front of a hard-charging Dan Gurney in the third-place Cougar. It was enough for Ford to squeeze out a two-point win over Mercury for the championship, though ominously, the Penske Camaro team had won the final two races of the season. It was a sign of things to come. ⁽²⁾

By 1968 Trans-Am was hitting its stride in year three, American Motors came on board with their new factory Javelins, contributing to a wide variety of competition. The season looked promising for Ford's single factory team, the Shelby American Mustangs. For one, with Mercury gone, there was no in-house competition. Two, Ford had a new engine that on paper, looked to be vastly superior to the Hi-Po 289 from years prior. The new engine was the Tunnel Port 302, with four-bolt mains, a forged steel crank, and radical cylinder heads that took their design cues from Ford's successful NASCAR 427 Tunnel Port engine.

Continued on Page 4

Continued from Page 3

The year got off to a great start when Mustang won the first event—the 24 Hours of Daytona. After that, the proverbial wheels pretty much fell off. The Tunnel Port suffered innumerable engine failures, while at the same time, the Penske Camaros proved virtually unstoppable. Chevrolet won the championship handily, while Ford managed second place just ahead of AMC.



For the most part, 1971 proved the last hurrah for Mustang during Trans-Am's early years, but it wasn't the end of Mustangs in Trans-Am. You might be surprised to learn that the Trans-Am series is alive and well in 2024, with plenty of Mustangs in the competitive mix. Multiple classes include everything from tube frame and composite bodied pure racers to production-based cars that seem the spiritual successor to the 1966-1971 Trans-Am Mustangs we so revere.⁽²⁾

IMSA

The Ford Mustang GTP was constructed to compete in the IMSA GTP series by Ford. Based on the "Fox-Body" generation of the Mustang. In 1983, the GTX class of the IMSA GT Championship became obsolete, and was replaced by the IMSA GTP category. As a result, Ford needed a new car, as their Ford Mustang GTX was no longer eligible for competition. Bob Riley was selected to design the car, which, somewhat unusually, was front-engined. It was designed around a 2.1-litre turbocharged variant of the Ford Lima engine, equipped with a special 16 valve head, and was capable of producing around 600 hp. Roush Performance, Protofab and the Ford Aerospace Western Development Labs division built the chassis and bodywork. The car's aerodynamics were configured to maximize the downforce generated by ground effects, although the suspension was fairly conventional; double wishbones with KONI coil-over springs, and adjustable anti-roll bars at both ends of the car. Ford's chairman, Philip Caldwell, was positive about the car's development, stating that he felt it was "a clear edge of technological development." The car used a fairly conventional Hewland five-speed manual transmission to transmit the power, and it weighed approximately 1,770 lb. Three cars were built as part of the program.⁽³⁾

The cars were not ready until the 15th round of the IMSA GT Championship, the Road America 500. The debut was a successful one; Coonis and Ludwig won the race by two laps, while Rahal and Brabham took third overall, and second in the GTP category. Cracks in the program had already begun to show; Roush, annoyed that Ford had blocked their efforts to run a V8 engine in the car, pulled out of the project. As a result, there was just one Mustang GTP entered in the Daytona Finale.

Ford continued with the Mustang GTP program in 1984; the 2.1-litre engine was finally ready and was used throughout the season. The team skipped the 12 Hours of Sebring, and next entered Ludwig and Rahal at the Grand Prix of Atlanta; this time, the fuel injection system packed up after 47 laps, restricting them to 48th overall, and 18th in the GTP category. The Los Angeles Times Grand Prix was little better; Rahal and Ludwig completed 74 laps before a valve in the engine broke, and forced them out of the race. Two cars were entered at the Monterey Triple Crown; Ludwig drove one, while Bob Wollek drove the other. However, Ludwig retired on lap 45, and Wollek lasted an extra lap. The Grand Prix of Charlotte was even less successful; Ludwig crashed in practice and could not race, while Wollek retired after 21 laps. Neither car ran in the next two rounds, and only Ludwig competed in the 6 Hours of Watkins Glen; this time, a crankshaft failure after 17 laps saw him finish 51st overall. The Portland Grand Prix saw Ludwig's Mustang GTP last 24 laps, before he retired. Rahal partnered with Ludwig at the Road America 500, but the team's 1983 victory would not be repeated.



Ludwig finished the season in 43rd place, with 16 points; Gloy was the only other Zakspeed driver to be classified. Disillusioned with the car's unreliability, Ford pulled out of the project, with Michael Kranefuss going so far as to say that "it was the worst project I've ever been involved in." Even if the Mustang GTP had been reliable, the car had questionable aerodynamics, and it was very hard to drive when the fuel loads were low. Zakspeed would replace the car with the Ford Mustang for 1985, while Roush would eventually resurface in 1987, with the Ford Mustang Maxum GTP.⁽⁴⁾

Continued on Page 5

Le Mans

In 1964, on March 21, Autoweek broke “The Surprise Car of the Year.” Ford didn’t mean for its new Mustang to be unveiled until April 13 at the New York World’s Fair, but they knew exactly what they showed. “Long Option List Makes Mustang Car for Grandma or Race Driver,” enthused the front- page subhead. Lee Iacocca, when asked about racing his baby, he replied, “With the optional equipment available, you can do anything you want with the car, from grocery shopping to running Le Mans.”

And Iacocca knew about Le Mans because as he spoke, the GT40 was being prepped for its debut there that June. Ford was deeply into its aggressive “Total Performance” image makeover of the early ’60s, and Galaxies and Falcons as well as Carroll Shelby’s Powered by Ford Cobras were already winning road, drag and stock car races. So, the corporate climate was right for racing the Mustang, too. ⁽⁵⁾

Although Iacocca was thrilled by the numbers, he wanted to upgrade the car’s image. Spunky bodywork notwithstanding, the Mustang was little more than a tarted-up Falcon with an anemic six-cylinder engine. So, Iacocca asked Shelby to sprinkle some high-performance fairy dust on it. But Shelby didn’t want any part of the project. “It’s a secretary’s car,” he grouched.

Iacocca insisted, and Shelby couldn’t refuse. Shelby American took delivery of its first fastback Mustang in August 1964. Ken Miles pored over the Ford parts catalog for components that could be swapped onto the car. Early on, it was referred to as a Shelby Mustang, but Ford executives thought—not without justification—this name put the cart before the horse. After many fruitless brainstorming sessions, a frustrated Shelby asked Remington how far it was from the shop on Princeton Drive to the one on Carter Avenue. “About 350 feet,” Remington said. And the GT350 was born. Or so the origin story goes.



GT350 running in 67. Looks like it was owned by Claude Dubois out of Belgium and not sponsored by Ford or Shelby.

In 1967, Belgian Ford dealer (and Shelby Cobra and Shelby Mustang dealer), Claude Dubois requested a GT350R Mustang so he could enter it in the 1967 24 Hours of Le Mans. He was already the exclusive direct distributor for Shelby-American in the so-called Benelux countries: Belgium, Holland and Luxembourg. Dubois wanted the car donated as promotional material. Ford agreed and Ford in Antwerp asked Shelby but Shelby didn’t take the request all that seriously and sent a well-used car, said

to be #SFM5R539. Only when the racing underground said Dubois had filed entrance papers did Ol’ Shel realize Dubois was serious and threw him some support.

The car looked relatively stock except for the fog lamps in the grille. Drivers were to be Dubois and Chris Tuerlinckx. Shelby’s team was there, big-time, but they were a mite busy running the Ford GT MK IV cars that won the race, so there was little they could do for Dubois. Dubois’ mods included a specific windshield wiper, new front and rear supports to allow the jack to lift the car quickly, a NASCAR type fire extinguisher, Marchal headlights, spoilers on the front bumper to bring the car lower in the Hunaudières straight.

5R539 was as fast as the Ferrari that Claude Dubois had piloted the previous year, but Claude and Tuerlinckx struggled to reach a required 4:13 per lap. By slipstreaming a bulkier car and winding it out to 7300 rpm, 300 rpm past the redline to make a 4:10 lap.

Alas all the effort was wasted when the car was listed as a DNF. One hour in, 5R539 was in last place, but they hung in there for six more hours. The results show it finished in 42nd place due to a cracked transmission case. They completed 58 laps compared to almost 400 finished by the winning Ford. ⁽⁶⁾

Fast Forward: LE MANS, France, June 9, 2023 – The best-known sports car will compete in the world’s most iconic endurance race as the Ford Mustang GT3 takes on the challenge of the 24 Hours of Le Mans in June 2024.



The Mustang GT3 race car, based on the all-new 2024 Mustang Dark Horse, was unveiled to the racing world today during the centenary celebration on the eve of the 24 Hours of Le Mans. With the reveal, Ford officially enters Mustang into the global FIA GT3 category. Ford’s most recent triumph at the 24 Hours of Le Mans was in 2016 with the Ford GT.

“Ford and Le Mans are bound together by history. And now we’re coming back to the most dramatic, most rewarding and most important race in the world. It is not Ford versus Ferrari anymore. It is Ford versus everyone. Going back to Le Mans is the beginning of building a global motorsports business with Mustang, just like we are doing with Bronco and Raptor off-road.” -Jim Farley, Ford Motor Company CEO⁽⁶⁾

Continued on Page 6

Continued from Page 5

Ford Performance extended its relationship with two longtime partners in Multimatic and M-Sport for the basis of this project. Multimatic, builders of the iconic Ford GT, were also involved in the Ford GT race program and will help build and support the Mustang GT3s, while longtime World Rally Championship partner and two-time championship winning team M-Sport will assemble the Ford Performance-developed 5.4-liter Coyote-based V8 engines that power this powerful new pony.

“For a project like the Mustang GT3, we turned to two of our most trusted partners in the motorsports world to help bring this vehicle and program together,” said Mark Rushbrook, Global Director, Ford Performance Motorsports. “I know we’ll all be as thrilled as Ford fans when Mustang begins racing at the highest levels of GT racing in 2024.”



The Mustang GT3 race car features a bespoke short-long arm suspension, rear-mounted transaxle gearbox, carbon fiber body panels, as well as a unique aero package developed to meet GT3 targets.

Before going to Le Mans in 2024, the Mustang GT3 will compete in various GT3 series across the globe in the hands of customer teams.

The first customer team, announced today, is Proton Competition. Based in Ehingen, Germany, Proton intends to campaign a pair of Mustang GT3s in the FIA World Endurance Championship, starting in 2024.

“This is a very important program and an exciting moment for our organization,” said Proton Competition team principal Christian Ried. “The Mustang is a great brand and this is an important step for our team. We look forward to joining with Ford starting in 2024.”⁽⁷⁾

A name synonymous with performance. A race more legendary than any other on the face of the earth. It couldn't be a more fitting marriage in the 60th year of the Ford Mustang, that Ford took their new Mustang GT3 to compete on the biggest stage of them all.

Volume 2 No 2

In a year where the rule changes saw an end to the GTE class, where the Ford GT had been an important figure from 2016 to 2019, but sadly missed in the final years of the GTE class. Step forward the fearsome Ford Mustang GT3, coinciding perfectly with the move at Le Mans to offer a more open GT class, welcoming newer GT manufacturers such as Lexus, McLaren and Lamborghini.

Three cars entered by Proton Competition ran in the 2024 edition of the 24h of Le Mans, a grueling affair, with torrential rain and treacherous conditions adding to the already complex tests to man and machine offered by the 8.8 mile French circuit. The trio of Mustangs showed promise throughout the weekend, as the #88 topped the timing sheets in Free Practice 2, and the #77 car pushed hard to claim fourth place in

In a race dominated by the weather, the trio of Mustangs ran consistently, avoiding the attritional troubles which beset many of their rivals. In testament to the superb preparation by Proton Competition, Ford once again climbed to the podium at the end of the race, claiming a superb position in GT3 for the #88 car of Roda/Pedersen/Olson – a superb result toasting the 60th anniversary of the Mustang, with a notable 4th place finish for the sister crew in the #44 car of Hartshorne/Tuck/Mies.⁽⁸⁾

1. 50 Years of Mustangs in the Trans-Am Series, Still Fast at 50: Celebrating a milestone for the Mustang and Trans-Am, Eric English, Sep 13, 2016

2. Albert R. Bochroch, Trans-Am Racing, 1966–85: Detroit's Battle for Pony Car Supremacy. Motorbooks International, November 1986

3. IMSA Ford Mustang GTP, Track Thoughts, Bill Wagenblatt, March 7, 2010

4. Eras of Iconic Ford Performance Captured in New Special Livery for Mustang GT3s, Tony DiZinno May 7, 2024

5. Born to Run: Mustang Racing History, Pete Lyons, Apr 18, 2004

6. Shelby Forums, bitzman, Jun 17, 2013

7. Ford Formally Unveils Mustang GT3 at Le Mans as Classic Circuit, Renowned Race and Iconic Sports Car Converge, FORD NEWSROOM, Jun 9, 2023, Le Mans, France

8. Mustangs Take On The 24H Le Mans 2024, Mustangs make an impression at the greatest endurance race on the planet, EventsRacing

CONCOURS SEMINAR

at California Automobile Museum
2200 Front Street, Sacramento CA 95818
Sunday, March 23, 2025



Schedule of Events:

Start time 8am, FREE to all Cars & Coffee with:

EuroSunday
DRIVEN & DRIVE

\$55

Register Now at focnorcal.org

People's Choice voting for participants of the Concours Seminar (award after lunch)

Morning Session 10am-noon: Norcal Concours events

Overview of past and current Norcal Concours events
Four Concours Chairman will present their events

Lunch: Noon-1:30 (included in event fee)

People's Choice voting closes: 12:30pm

Afternoon Session: 1:30pm-3pm The many styles of Concours Judging

Presentation of People's Choice award

Overview of judging styles

Three top Judges will present how their judging is accomplished

Final Session: 3pm Mock judging

Three styles of judging will be done by teams of judges on three different cars (concurrently)
Interactive discussions as to what they are deducting and why, questions are encouraged



Automotive 101 Sat, March 15

This class will give a basic understanding of the construction and operations of the modern automobile, its maintenance needs, dos and don'ts when dealing with mechanic shops, and avoiding overselling and scams.

This class will be a 3-hour course designed to answer all questions from an expert to build vehicle ownership confidence and save you money!

Time and Location:

Mar 15, 2025, 10:00 AM – 1:00 PM
Sacramento, 2200 Front St, Sacramento, CA 95818

Cost: \$30 for non-members, \$25 for members



Model A Basics & Driving Class Sat, March 29

Each student in the class will have a lesson on driving the car and use this new knowledge to drive a Model A – an experience that won't be forgotten!

Must possess a driver's license and be able to drive a manual transmission (stick shift).

Time and Location:

Sat, Mar 29 2025, 9:00 AM – 12:00 PM

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

About the event:

The workshop will run from 9 am – 12 pm and is \$110 per person for non-members and \$100 per person for members. The price includes Museum admission, an instruction manual, and materials.

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: \$99 Non-Member / \$89 Member



DOCENT TRAINING SCHEDULE

Session 10 March 5th	Auburn-Cord- Duesenberg (40) Allan McCrary	Women & the Automobile (40) Delta Pick-Mello	Docenting 103 - Floor Exercise Hands-On (60) John Smith			8:45 PM adjournment
Session 11 March 12th	Cars of the Far East (50) Steve Koonce	The British Industry (45) Jared Seese	Kaiser-Frazer (25) John Tennyson	-		9 PM adjournment
Session 13 <u>Saturday 9 am</u> March 22nd	Henry Ford & Pre-T's (60) Ernie Hartley	break	Dr. Porsche & His Cars (60) Kim Nelson			12 noon adjournment
Session 14 March 26th	Hudson & Nash (50) John Tennyson	American Motors (35) Greg Winters	Docenting 104 Workshop (60) John Smith			8:50 pm adjournment
Session 15 April 2nd	The Industry 3 (30) Kim Nelson	Restoration (60) Dave Felderstein	Willys-Overland & Jeep (30) Dennis Larson			12 noon finish Approximate
Saturday ** April 5th optional Field Trip	Blackhawk Museum, Danville - Meet 10am	Tour of Blackhawk Museum (90) Ed Holloway/ George Beck/Tim Dormody				8:30 adjournment
Session 16 April 9th	The Automobile & African Americans (30)Speaker TBD	The Camaro (30) Jim Forshey	Docenting 105 - Workshop (60) Ed Silva	Museum SafetyTour (20)		8:40 Adjournment
Session 17 April 16th	Low Riders (30) Carlos Rodriguez	Dodge Bros. & Graham (50) Bill McGrath	Chrysler (30) John Tennyson			8:35 pm adjournment
Wrap up Mentoring in 1 week						
Session 18 April 23th	Indianapolis 500 & NASCAR (55) Mark Glover	Post WW2 Racing (30) Bill Sessa	The Environment & Cars (40) Bill Sessa			8:30 pm adjournment
Session 19 <u>Saturday</u> April 26th 9 am Model T Drive	Model T (Drive & Movie) (120) Dennis Furr and Model T Club Crew***	LUNCH	open space avail			1 pm Approx
Finish Mentoring						
Session 20 April 30th	Museum Library (25) Ron Grantz	Museum Orphan Cars of the Early Period (35) Rick Armstrong	Hydrogen Cars (45) Glenn Rambach	Conclusion (5)		8:15 pm adjournment
Saturday ** May 3rd Optional Field Trip -	National Auto Museum, Reno - Meet in Reno at 9:30 am	1st Session (120) includes movie	Lunch TBD	2nd Session (60)		2 pm Approx



From the Library

Welcome to the USA and the United Kingdom; Willkommen in Stuttgart und Deutschland; Quand on est a Paris, la ville de l'amour; Tutte le strade portano a Roma; iii ellada perimenele tin episkepsi sas; Toukyou wa tanoshin de kudasai (Translated: Welcome to Stuttgart and Germany; When in Paris, the city of love; All roads lead to Rome; Greece awaits you; Enjoy Tokyo).

Yes, you read the above right. The Research Library and Archives Map Collection has gone international with the addition of eleven boxes of newly donated maps from all over the globe. It will take a while to sort through this treasure that was donated to us by Ruth Craft but it will be a labor of love. We already have over one thousand maps, mostly of the United States, the states, regions, and cities, but this map addition will more than triple our map holdings, and even more.



We'll be busy adding many of these maps to the Map Collection but, in the meantime ... Happy Motoring; Viel spass beim Autofahren; Bonne route; Buon viaggio; Kali odisisi; Tanoshi unten wa!

Ron Grantz

<p>Graduation Saturday May 17th</p>	<p>Graduation & Car Show 10 am - 1 pm</p>	<p>NOTES: The first 5 - 15 minutes or so of each session are administrative. All sessions run 6:00pm to 8:45 - 9 pm, except Saturdays, which are 9 am to about 12:30 - 1 pm. Number in Parentheses following subject means: Estimated Length in Minutes e.g. ("30"). - - **Blackhawk and National Museum field trips gather at those</p>	<p>***For Model T session, we also enjoy Model T driving support courtesy of members of the Sacramento Valley Model T Ford Club.</p>		<p>Adjournment Times Approximate</p>
---	---	--	--	--	--



Events

Save the Date: March 1 & 2, 2025

2025 marks the 27th consecutive year that Sacramento Area Museums have collaborated to present a FREE museum experience!

This year, 20+ amazing museums located throughout the greater Sacramento area are excited to present a two-day Free Museum Weekend on March 1-2.



Similar to last year, advance tickets are required, capacity is limited, and availability may fluctuate by museum. All guests must pre-register for free admission, otherwise, regular admission fees will apply. Ticket registration will begin on Monday, February 24 at 9am PST.

2025 Annual Membership Meeting Friday March 7

You are cordially invited to attend our free annual membership meeting on Friday, March 7, 2025, from 7:00 pm to 8:30 pm. Join us for an evening of desserts, coffee, and engaging discussions as we reflect on the highlights of the past year and unveil our exciting plans for 2025.

During the meeting, we will have an overview of what made 2024 such a special year for the museum, and showcase upcoming projects and our exciting vision for the future. We hope you will provide valuable input that we can use to propel our museum to new heights! Additionally, you will receive a copy of our 2024 Annual Report, which outlines our financial performance, program outcomes, and impact on the community.



Please RSVP at the link below. We look forward to your presence and participation as we continue to work together toward our shared goals.

Thank you for your continued support and dedication.

Sincerely,
Karen McClafin
Executive Director
California Automobile Museum

RSVP

Car Club Cavalcade

March

We are a friendly group of Mustang enthusiasts who enjoy doing things with our cars and our friends. Membership in the club is not limited to Mustang owners, just people who like 'stangs. Please join us at a meeting or event to learn more. Everyone is welcome. More important than the Mustangs is the positive influence we will have on our community.



We want to promote and maintain our Mustang Community so we can help and support our fellow members. It doesn't matter if we have a 64 ½ or a modified late-model Mustang. Whether your car is concourse quality or marred with rock chips doesn't matter. What matters is that we are all pointed in the same direction: advancing our Mustang driving tradition and thriving as a club.

April

The Hangtown A's is a club of like-minded members who are dedicated to the preservation, restoration and driving Henry Ford's venerable Model A.

Model A owners got together in the Placerville area in 1979. The Club started with about 20 members and we are still going strong. Meetings are the second Friday of each month yearly except for December. We drive our Model A's in parades, go on tours and have fun. At Christmas we have given gifts to Children's Hospital, The Women's Center and other charities. We show cars in organized car shows in the Placerville area.

The Hangtown A's is a chapter of the Model A Ford Club of America.





CAMprofiles

Personalities at the California Auto Museum

Jon Paavola

Docent Class of 2020

Pit Crew

2024 CAM Volunteer of the Year

Jon grew up in Rancho Cordova, graduating from Cordova High School in 1972. His dad, who was employed at Aerojet General introduced Jon, at the age of 10, to wrenching on cars - starting with the brakes on the family's '59 Chevy truck.

Jon's first car was a '64 Valiant – his introduction to Mopars, and a career as a mechanic at a string of Chrysler - Plymouth service centers: Edgett Chrysler - Plymouth in Rancho Cordova, Folsom Chrysler Plymouth, Elk Grove Chrysler Jeep, Great Valley Chrysler Jeep in Sacramento, AutoNation Chrysler Dodge jeep RAM in Roseville: well, you get the picture.

Moving on from repairing Mopars to dismantling them, Jon partnered with his brother-in-law to operate salvage yards specializing in Fords and – no surprise – Chryslers. After 12 years of recycling, he decided to retire.

After selling his interest in the wrecking yards, his wife decided Jon needed a new pastime. Visiting CAM on a free museum day, he signed up for the docent training course and graduated with the Class of 2020.

Congratulations on being honored as the 2024 CAM Volunteer of the Year.



Scrapbook



Kevin Costner's 1968 Shelby Mustang GT350 Convertible

We were filming Bull Durham, and this was the car that the director/screenwriter, Ron Shelton, identified my character as having, which I think was a really solid choice. It was a car a rogue would have - this guy in the minor leagues on the East Coast with a quintessential California car. It just fit him so perfectly.

It was red, but it was rusted out, almost a primer gray. I became really fond of it. When the movie was over, it meant so much to me, I wanted to buy it, so I went to the producer. I think the production company had bought it for fourteen thousand dollars and put four thousand into it to make it right for the movie. So I was prepared to buy it for the eighteen thousand, but this producer wanted twenty-one thousand.

I thought, that's fine. It's still a part of me. I still want it. It was unusual that I would even do that, because I'm not a car guy. But I bought it and brought it back home and refurbished it. Put a great paint job on it. I just love driving it.

It's impossible to take your eyes off that car. People on the freeway look at it-guys really look at it hard. It's just one of those cars that you can put next to the most expensive car on the road, and it will stand out.

I keep stuff from my movies. I have the bow from Robin Hood. I have my guns from Wyatt Earp. I bought the Ford from the Highwaymen, the car that chased down Bonnie and Clyde. If I ever put my own memorabilia up for auction, I imagine that Mustang is going to be in there.

Kevin Costner

