



CAM Chronicles

The Newsletter of the California Automobile Museum



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July - August 2026

CAMChronicles

From the Director's Desk

Dear Members and Friends,

One of the most rewarding aspects of preserving automotive history is ensuring that future generations can experience it in a setting worthy of the remarkable vehicles we steward.

For many years, our building has served as a home for some of the most significant automobiles in our collection. It has welcomed school groups, enthusiasts, families, and visitors from around the world. While the museum has aged somewhat gracefully, it is time to invest in improvements that will enhance both the visitor experience and the long-term preservation of our collection.

The upcoming renovation will include a new entry façade through what is now our “shed,” including a new gift shop space and café, upgraded event rental space with climate-control systems, new bathrooms, expanded kids’ educational areas, enhanced accessibility features, increased exhibit space, and refreshed visitor amenities. These improvements will allow us to create a more engaging and comfortable environment for everyone who walks through our doors.

We understand that construction may cause temporary inconveniences. Our team is carefully planning the project to minimize disruptions, and we will continue to provide updates as milestones are reached. Throughout the process, our commitment to preserving and sharing automotive history remains unchanged.

Projects of this scale are only possible because of the support of our members, donors, volunteers, and community partners. Your enthusiasm and generosity have helped the museum grow and thrive, and we are deeply grateful for your continued involvement as we embark on this exciting new chapter.

The automobiles in our collection tell stories of ingenuity, craftsmanship, and progress. It is fitting that the museum itself continues to evolve as well. We look forward to welcoming you into a renewed and revitalized space that honors the past while preparing for the future. Thank you for being part of our journey, and if you’d like to learn more or help, visit <https://www.calautomuseum.org/pavilionsproject> or contact me at director@calautomuseum.org.

- Karen McClaflin, Executive Director
California Automobile Museum



Meetings...

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

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2200 Front Street
Sacramento, CA
95818
916.442.6802



The winning ticket could be yours - enter to win this icon of automation!

With an approximate market value of \$80,000, this final-year 356C represents one of the most sought-after eras of early Porsche design. Powered by an air-cooled flat-four engine paired with a manual transmission, this final-year example represents the most refined evolution of Porsche's original sports car. Every entry to win supports the museum's mission to preserve, exhibit, and teach the story of the automobile and its influence on our lives. **[Click here to enter to win!](#)**

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Toni Elgamiel	Event Rental Assistant
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Events



Looking for fun out of the sun for the 4th? Visit CAM before the fireworks for fun for the whole family! You'll get to see what's new and explore our limited-time exhibit, Route 66: California Dreamin'. We'll be open from 10 a.m. to 5 p.m., last admission at 4! We will also have a kids' coloring activity available in the cafe area.



It's Cars and Coffee time again at CAM! Visit us on July 5th from 8 a.m. to 10 a.m. to see a collection of hundreds of exotics, classics, muscle, and more, all parked in front of and behind the museum. We'll even be open that early, with reduced admission from 8 to 10! See you there - spectators to the show are free, and museum admission is \$5 each.

Events (Cont.)



You Have the Freedom to Give and the Power to Save Lives.

Make a lifesaving difference for patients while celebrating the flavors and fun of summer. Donate **July 1-11** and receive a summer **T-shirt*** of your choice: My Blood Type is Ice Cream, S'mores or BBQ*. Plus, receive a **\$20 Rewards gift card** when you schedule your appointment with code **JULYGIFT-2026-V****! While supplies last. Donor Rewards program opt-in required.

[Make an appointment at vitalant.org](https://vitalant.org) or call 877-25-VITAL

Use blood drive code: **100563799**

California Auto Museum Blood Drive

Location: 2200 Front St. Sacramento 95818

VITALANT BLOODMOBILE

Date: Saturday July 11 2026

Time: 10:00AM - 1:45 PM

Scan QR Code for available times and book your appointment online

All donors will receive complimentary Museum admission on 7/11/26



*Terms and conditions apply; see vitalant.org/MyBloodTypeTee. While supplies last.

**Terms and conditions apply; see vitalant.org/July4DonorGift.

877-25-VITAL | vitalant.org
Because of you, life doesn't stop



We celebrate all kinds of vehicles here at CAM, and they all have the power to change lives. On July 11, Vitalant's Bloodmobile will be visiting, a mobile blood donation center that brings life-saving blood directly to our community hospitals. You can save lives yourself with a donation - our community needs you!

Donors who give blood on the 11th will receive free museum admission for the day, a t-shirt, and a \$20 gift rewards card from Vitalant!

Donation slots are available from 10 a.m. to 1:45 p.m. You can click the button below to learn more about blood donation eligibility and to register for your spot. Spaces are limited - sign up today!

[Click here to register to save lives!](#)



Route 66 in Arizona

By Glenn Rondeau, Board Member and Newsletter Editor

US 66 is one of the most popular highways in the history of the state of Arizona. It was also once one of the most traveled highways in the state. The history of the highway dates back to United States Army expeditions during the mid-19th century, and an ancestral highway known as the National Old Trails Road, one of the original transcontinental highways in North America.

In 1853, United States Army Lieutenant A. W. Whipple traversed the northern end of New Mexico Territory to survey a route for a proposed transcontinental railroad. Lieutenant Whipple was followed by Lieutenant Edward Fitzgerald Beale in the winter of 1858-9. Beale did a second survey of the northern territory along the 35th Parallel, this time for a proposed wagon road. The wagon road was to start in Fort Smith, Arkansas, and extend to the Colorado River at the California border. Beale returned later in 1859 with a group of men to construct the road. The crew was complemented by 22 camels, as well as the tools and supplies needed to build the wagon road.

Beale's men created a path 10 feet wide by removing rocks and vegetation along the way. The new road became known as Beale's Wagon Road, becoming a major artery for westward expansion and immigration. The road remained a popular means of travel until 1883, when the Atchison, Topeka, and Santa Fe Railway was completed through northern Arizona.

National Old Trails Road, also known as the Ocean-to-Ocean Highway, was established in 1912, and became part of the National Auto Trail system in the United States. In 1914, the state of Arizona had finished reorganizing an earlier system of territorial roads into a new state highway system, managed by the Office of the State Engineer. Besides converting the two existing territorial-maintained roads into new state highways, the Office of the State Engineer also acquired several roads not previously maintained by the state. (1)

The National Old Trails Road was 3,096 miles long and stretched from Baltimore, Maryland, to California. Much of the route follows the old National Road in the east and the Santa Fe Trail in the west. Following its decommission, the western portion was later integrated into US Route 66. (2)

US Route 66 was used as a means of escape by refugees from the Dust Bowl during the Great Depression, and became an extremely popular tourist highway during the 1950s. The highway was largely bypassed and replaced in the latter half of the 20th century by Interstate 40, which led to the eventual decommissioning of US Route 66 as an active U.S. Highway in 1985. However, thanks to a preservation effort largely inspired by Angel Delgadillo, the Route lives on.



Delgadillo was born on April 19, 1927, along US 66 in Seligman, Arizona. He witnessed the exodus of Okies due to the Dust Bowl in the 1930s, the movement of men and materials during World War II, and the rise and fall of the road. In 1947, he graduated from Seligman High School. As an adult, he ran a barbershop in town and opened a souvenir shop inside his business, along the historic road.



Route 66 in Arizona (Cont.)

After the decline and eventual delisting of the route from the United States Highway System in 1985, Delgadillo went on to found the Historic Route 66 Association of Arizona. Eventually, Route 66 associations were founded in all eight Route 66 states with a similar goal: preserving the once-important road. (3)

Crossing into Arizona, Historic Route 66 is a frontage road alongside I-40 through the small hamlet of Lupton. West of Lupton, US 66 merges back into I-40. US 66 follows the south frontage road onto a now-abandoned roadway through the Painted Desert, entering Apache County within Petrified Forest National Park.

The Jack Rabbit Trading Post is a convenience store and curio shop located on Historic Route 66 five miles west of Joseph City, Arizona. Founded in 1949, on the site of either a Santa Fe Railroad building or a former snake farm, depending on the source, it became famous for a series of billboards that stretched along Route 66 from Missouri to Arizona, each bearing the silhouette of a jackrabbit and the distance from that sign to the trading post. [3] In front of the store was another such billboard with “HERE IT IS” written underneath it. The billboards were part of a collaboration between the original owner, James Taylor, and Wayne Troutner, who owned the For Men Only store in Winslow, Arizona. With a large fiberglass jackrabbit that can be mounted (for pictures), the facility is considered a major Route 66 attraction.



In the 2006 film “Cars,” the trading post’s “HERE IT IS” signage is depicted with a Model T Ford in place of the jackrabbit [3] and “Lizzie” (a 1923 Ford) as the store’s proprietor. The end credits included a thank you to Antonio and Cindy Jaquez, who have owned the trading post since 1995. (4)

US 66 crosses present-day Interstate-40 into Holbrook, becoming Hopi Drive. Along the western section of old US 66 in Holbrook is the Wigwam Village Motel, a motor court built to resemble a group of tipis. The Wigwam Motels, also known as the “Wigwam Villages,” were a motel chain built during the 1930s and 1940s. The rooms are built in the form of tipis, mistakenly referred to as wigwams. [3] It originally had seven different locations: two locations in Kentucky and one each in Alabama, Florida, Arizona, Louisiana, and California.

They are very distinctive historic landmarks. Two of the three surviving motels are located on historic U.S. Route 66: in Holbrook, Arizona, and in San Bernardino, California. All three of the surviving motels are listed on the National Register of Historic Places.





Route 66 in Arizona (Cont.)

Frank A. Redford developed the Village after adding tipi-shaped motel units around a museum/shop he had built to house his collection of Native American artifacts. He applied for a patent on the ornamental design of the buildings on December 17, 1935, and was granted Design Patent 98,617 on February 18, 1936. The original drawing includes the swastika, at the time a symbol associated with Native Americans or often worn as a good-luck charm. Seven Wigwam Villages were built between 1933 and 1949. (5)

Winslow was named for either Edward F. Winslow, president of St. Louis–San Francisco Railway, which owned half of the old Atlantic and Pacific Railroad, or Tom Winslow, a prospector who lived in the area. The claim has been made by some old timers that the place was named for an early inhabitant and prospector of the vicinity named Tom Winslow. The first settler is said to have been “Doc” (F.C.) Demerest, a hotel man who lived and did business for some time in a tent, in 1880. Shortly after this, J.H. Breed, who for some years had a trading post and general store a few miles above at Sunset Crossing of Little Colorado, moved down and built the first stone building. The Post Office was established in January 10, 1882.



With the inauguration of service by the A&P RR, the importance of Sunset Crossing diminished when the railroad established a terminal in 1881 at what is now Winslow. The first settler in the late 1880s was F.G. Demarest, who pitched a tent. The town may have been named for a prospector called Tom Winslow, who asserted in 1920 that it was named for him. It seems more likely that it was named for General Edward Winslow, president of the Old St. Louis & San Francisco Railroad, associated with the new transcontinental line. As usual, the Navajo name for the locale is the most apt: Beeshsinil - “iron lying down.”

The Harvey House, designed by Mary Colter, opened in 1930; It closed in 1957, and—early in the 1960s—the Santa Fe Railway gutted much of it, transforming it into its offices. The railroad abandoned the property in 1994 and announced plans to tear it down. However, it was bought and restored by Allan Affeldt and is now known as the La Posada Hotel.

Standin’ on the Corner Park is a downtown park featuring murals depicting the “Girl my Lord in a flatbed Ford”. Winslow also has an annual Standin’ On The Corner street festival, traditionally held the last week of September. (11)

The area in which Twin Arrows is located was inhabited by the Hopi and Navajo tribes. The Navajo fought against the Apache in the area. The first settlers of European descent to arrive in the area were the Spanish conquistadores. The area became part of Mexico when Mexico gained its independence from Spain.

Wagon routes between Winslow and Flagstaff were surveyed in the 1880s. The Atlantic and Pacific Railroad chose to build the railroad along it. The railway passed to the north of the modern alignment of the National Old Trails, which would in 1926 become US 66. US 66 served as a major path for those who migrated west during the Dust Bowl of the 1930s.



Route 66 in Arizona (Cont.)

Traffic began to flow through the Twin Arrows area because Route 66 was aligned along the National Old Trails Road. A business named the Canyon Padre Trading Post, named for the gorge that cuts nearby, was established in the late 1940s in Twin Arrows. Business was slow for the store and diner until the owners changed its name to “Twin Arrows Trading Post,” inspired by the nearby town of Two Guns, and added a service station. Two 25-foot giant arrows, which were placed on the property, were easily recognized by traveling motorists, and the business began to flourish.



The Twin Arrows Trading Post began to fail with the construction of Interstate 40, because motorists no longer had to take US 66. Business for the Twin Arrows Trading Post began to decline, and it was not long before the store/diner/service station/gift shop passed through the hands of various owners. This continued until 1995, when it was finally closed and abandoned. (7)

The former route through Flagstaff is officially named “Historic Route 66.” By 1941, SR 79 had been redesignated as US 89 Alternate. As its designation suggests, it was an alternative, more direct route for US 89 traffic. US 89A provided a shorter travel distance between Flagstaff and Prescott, via Sedona and the mining town of Jerome. Today, US 89A is known as SR 89A.

On the other side of the underpass, the highway curved right onto Santa Fe Avenue and passed through downtown Flagstaff, including the Santa Fe Railway Depot. Just west of the depot is where the current US 180 joins I-40 Business, formerly US 66 and formerly US 89. (8)

Heading southwest from downtown, paralleling the Santa Fe Railway, US 66/US 89 followed two curves of the railroad. At the intersection with Country Club Drive north of I-40 exit 201, the current US 180 and I-40 Business split off, heading south to join I-40. This intersection also serves as the current southern terminus of US 89. Just west of this intersection, a later routing of US 66 split off and paralleled the railroad towards Walnut Canyon National Monument and I-40 exit 204, where the later routing joined the Interstate 40. The earlier route of former US 66, used through 1940, and the current route of US 89, continue northeast from this intersection towards the Flagstaff suburb of Townsend.

The name “Two Guns” was first used as a moniker by Jerome Miller. Newspapers often referring to him with that nickname. In the late 1920s, the media began using the name to refer to the general geographic area where Miller operated his business. Two early examples include “Fort Two Guns” and “Two Guns,” which appear to have replaced the use of Canyon Lodge in or around 1927. Both names appear on April 22 of that year. In those two examples, “Fort Two Guns” was used humorously by a writer to refer to Miller’s location, while “Two Guns” was used separately in a legal context to refer to Miller’s location within Canyon Diablo itself.



Route 66 in Arizona (Cont.)

In terms of name recognition, Two Guns came into its own when it received national currency in 1928. In that year, the area was used as a “desert outpost” for the Trans-American Footrace, with that leg of the race beginning in Flagstaff. News stories about the race were carried by United Press International and distributed across the country by wire service, with most stories referring to the Canyon Lodge area as “Two Guns Camp.” By 1929, newspapers were calling the area “Two Guns, Arizona.”

The area fell into ruin in the late 20th century after the interstate was built. Many roadside attractions went out of business on Route 66 as the interstate made non-stop travel possible. (18) Different business owners added newer attractions over the years, including a new gas station and store in the 1960s, but there was not enough business to sustain it. (1) A fire destroyed the structures in 1971. (5)

Bob Thomas, a correspondent for The Arizona Republic, noted the bizarre and troubled history of Two Guns, describing it as an “early tourist town” filled with fake Native American ruins, counterfeit artifacts, and captive animals, and beset by murder, arson, and failed businesses. Two Guns is often classified as a ghost town, although Nick Gerlich, a marketing professor at West Texas A&M University who specializes in the history of roadside attractions, notes that “Two Guns is a ‘town’ that never was one.” (9)

On the outskirts of the Flagstaff metropolitan area in Townsend, US 66 splits from US 89. US 89 heads north towards the Glen Canyon Dam and Page, while old US 66 took an abandoned gradual curve to the east onto Townsend–Winona Road. The highway proceeded to wind through small pine forest wilderness, passing several small communities along the way, heading first east, then southeast near Sunset Crater and several other extinct volcanic cinder cones of the San Francisco Volcanic Field.

Shortly before reaching the current route of I-40 east of Flagstaff, US 66 passed through a small unincorporated community called Winona, made famous in the song “(Get Your Kicks on) Route 66”. In Winona, US 66 crossed a now abandoned steel bridge. Today, the modern road uses a concrete bridge built right next to the older structure. US 66 proceeded to cross over the Santa Fe Railway on an overpass heading west out of Winona. (10)

Kingman was founded in 1882, before statehood, in the Arizona Territory. Situated in the Hualapai Valley between the Cerbat and Hualapai mountain ranges, Kingman had its modest beginnings as a simple railroad siding near Beale Springs. Civil engineer Lewis Kingman supervised the building of the railroad from Winslow to Beale Springs. This spring has been used by Native Americans living in the area for centuries.

During World War II, Kingman was the site of a United States Air Force airfield, which is now Kingman Airport. It was founded at the beginning of the war as an aerial gunnery training base. It became one of the USAAF’s largest, training some 35,000 soldiers and airmen. Following the war, the Kingman Airfield was one of the largest reclamation sites for obsolete military aircraft.

Postwar, Kingman experienced growth as several major employers moved into the vicinity. In 1953, Kingman was used to detain those men accused of practicing polygamy in the Short Creek raid, (6), which was at the time one of the largest arrests in American history. (7) In 1955, Ford Motor Company established a proving ground in nearby Yucca at the former Yucca Army Airfield.

The Kingman Explosion, also known as the Doxel Disaster or Kingman BLEVE, was a catastrophic boiling liquid expanding vapor explosion (BLEVE) that occurred on July 5, 1973, during a propane transfer from a Doxel railroad car to a storage tank on the Getz rail siding near Andy Devine Avenue/Route 66.



Route 66 in Arizona (Cont.)

Firefighters Memorial Park in Kingman is dedicated to the 11 firefighters who died in the blaze. (12)

US 66 entered California at Needles, on the Old Trails Bridge across the Topock Gorge and the Colorado River, within the Havasu National Wildlife Refuge, arriving in Topock, Arizona. (9)(10) The route headed northeast, where it crossed the path of present-day I-40 and the BNSF Railway (formerly the Atchison, Topeka and Santa Fe Railway). The highway then curved east for less than a mile before curving directly north on County Route 10 (CR 10, also known as Oatman Highway), past present-day Golden Shores through Bureau of Land Management-managed federal lands. (13)

The name Oatman was chosen in honor of Olive Oatman, a young Illinois girl who was captured and enslaved by Indians, probably from the Tolkepayas tribe, during her pioneer family's massacre while on their journey westward in 1851. She was later sold or traded to the Mohave people, who adopted her and tattooed her face in the custom of the tribe. She was released in 1856 at Fort Yuma. (14)

In 1924, the town's main employer, United Eastern Mines, permanently shut down its operations after producing \$13.6 million worth of gold. The district had produced \$40 in gold by 1941. Oatman was fortunate that it was located on busy U.S. Route 66 and catered to travelers driving between Kingman, Arizona, and Needles, California. Yet even that advantage was short-lived, because the town was completely bypassed in 1953 when a new route was built between Kingman and Needles. By the 1960s, Oatman was all but abandoned.

The town survives as a nostalgic Route 66 stop with a Wild West feel down to the wooden sidewalks, staged shootouts, and wild burros wandering the streets. The federal government rounds up area-wide wild burros using helicopters and said, "Oatman is a very particular case because that town's basically all about burros." (15)



In 1977, "Hotel California" alluded to Route 66 in its opening lines, "On a dark desert highway, cool wind in my hair, warm smell of colitas rising up through the air, up ahead in the distance, I saw a shimmering light, my head grew heavy and my sight grew dim, I had to stop for the night". According to Eagles guitarist Don Felder, everybody had driven into Los Angeles on what used to be Route 66. And as you drive in through the desert at night, you can see the glow of Los Angeles from a hundred miles away.

The original highway winds around I-40 in the Needles area. After crossing the Colorado River into California. US 66 followed the old National Old Trails Road. The old highway veers away from I-15 between Victorville and Barstow, following the railroad through Oro Grande, Helendale, and Lenwood. Through Barstow, it is Main Street. East of Barstow, the National Old Trails Highway passes through a Marine Corps base, limiting public access and forcing traffic onto I-40. US 66 was all paved in California by 1935.



Route 66 in Arizona (Cont.)

US 66 originally followed 7th Street and D Street through Victorville, then the National Old Trails Highway through Barstow, California (where it took on the name “Main Street”), and across the Mojave Desert from Needles. By 1964, most or all of this part of the route had been replaced by three interstate highways. (16)

Route 66 has attracted campers since the Great Depression era, where *The Grapes of Wrath* describes a large but primitive riverside campground as one of the first sights when arriving in Needles, California, from Arizona. Needles later became the site of the Carty’s Camp cabins seen briefly in John Ford’s 1940 film version of “The Grapes of Wrath.”

One of three restored Wigwam Motels accommodates motorists in San Bernardino near Rialto. Based on a once-patented novelty architecture, these are tourist courts in which each cabin is a free-standing concrete wigwam. This group of motels served as an inspiration for the Cozy Cone Motel in “Cars” (film). (17)

The original western terminus of Route 66 was in downtown Los Angeles at the intersection of 7th Street and Broadway Ave. In 1935, the route was extended to Santa Monica. Nationally, Route 66 has been a decommissioned highway since 1985, with the last section through Williams, Arizona, bypassed by I-40 in 1984. The first efforts to return the route to maps as “Historic Route 66” date to 1987 and Angel Delgadillo’s Arizona Historic Route 66 Association. This initiative was soon followed in all eight US 66 states, including California.

The California Historic Route 66 Association, established in December 1990 to advocate the preservation, restoration, and promotion of historic Route 66 in California, is the youngest of the eight state-level Route 66 Associations.

California devotes a pair of museums to the history of old Route 66, the California Route 66 Museum in the former Red Rooster Café in Victorville and the Barstow Route 66 “Mother Road” Museum in the town’s former Harvey House Railroad Depot. (18)

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3. “Angel Delgadillo at 90: After 30 years, still the guardian angel of Route 66,” Scott Craven, The Arizona Republic, October 6, 2021
4. “Jack Rabbit Trading Post,” Arizona Daily Sun, 2019-05-05
5. “Wigwam Motel: get your kitsch,” Levinger, Larry, Via – AAA Magazine, June 3, 2010
6. Arizona Place Names, Barnes, Will C., University of Arizona Press. 1997
7. “Route 66: The Highway and Its People,” University of Oklahoma Press, Susan Croce 1990
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10. “Route 66 Railway: The Story of Route 66 and the Santa Fe Railway in the American Southwest,” Lawrence, Elrond G. (2008)
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13. “Route 66: Lost & Found,” Vol. 2. Olsen, Russell A., 2006
14. “The Blue Tattoo, the Life of Olive Oatman,” Margot Mifflin, 2009
15. “Where burros roam and tourists swoon,” Loomis, Brandon, January 22, 2024
16. “Will Route 66 ever reopen in parts of San Bernardino County?,” San Bernardino Sun, December 24, 2024
17. “Know Your City: Where Does Route 66 Actually End?,” Nicols, Chris, March 3, 2017
18. “Route 66 California,” RoadTripUSA.com. Avalon Travel, November 12, 2014



Photo Scrapbook

Broadway Cruise: The Homecoming June 20, 2026





Car Club Cavalcade

July - The Sacramento Area Miata Owners Association

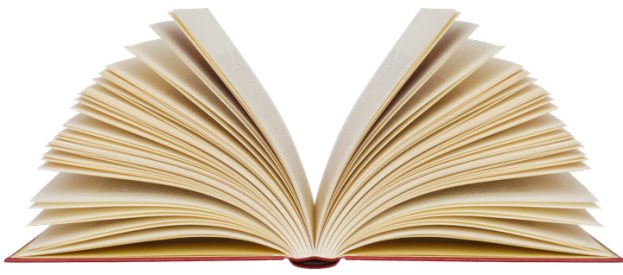
The Sacramento Area Miata Owners Association (SAMOA) was founded in 1990 by Paul Kile, and Audrey Hall. Their vision was to establish a local Miata Club Chapter in the Sacramento area, and that first year, there were 13 charter members. SAMOA is under the aegis of the National Association of Mazda Clubs, with ongoing support from Mazda North American Operations.



August - Capital City Mopars

Capital City Mopars is a Sacramento-based Car Club for all Mopar enthusiasts! We meet the first Tuesday of every month at the California Automobile Museum at 2200 Front Street in Sacramento, CA at 7:00pm. As a member of the Association of California Car Clubs (www.acccdefender.org), we always look to make car ownership more enjoyable for individuals and clubs alike!





From the Library and Archives

By Ron Grantz, Library Lead

Published to commemorate the 20th anniversary of the Automotive Fine Arts Society annual art exhibition at the Pebble Beach Concours d'Elegance, Gerry Durnell and the staff of Automobile Quarterly spent eight months assembling this masterful work of fine automotive art by 32 outstanding automotive artists. This massive all-color book, containing 316 pages, reproduces some of the best and most beautiful paintings and sculptures of the current era. The book also covers the artists impressions and philosophies as well as covering some of the great automotive artists from past eras. Viewing is by appointment only and white gloves are required.

