



# CAM Chronicles

The Newsletter of the California Automobile Museum



Volume 2 No.3

May- June 2025

# CAM Chronicles

## Happy Spring!

Sacramento is bursting out with flowers everywhere and our Museum is bursting with events, exhibits, and changes. We just concluded our “An Evening With” event featuring Chris Pook, which was a fabulous and informative time, raising nearly \$60,000 for the Museum, including \$18,000 toward our new flooring, which will go next into the Drive-In gallery.



Our Big Day of Giving raised over \$15,000 that will help greatly to cover necessary expenses and continue to grow! Thank you to everyone who donated for one or both fundraising events.

Some recent highlights for me include attending the NAAM Conference (National Association of Auto Museums), including touring Jay Leno’s Garage, followed by a visit from Leno to support SB712 – “Leno’s Law” which would exempt classic cars 35 years and older from smog testing. I was invited to testify at the press conference along with Jay (yes, we’re on a first-name basis now).



I’m happy to announce that we have two new staff members: Katie Martin is our new Marketing & Communications Manager. She comes to us from the Children’s Museum, and we’re so excited to have her on board! Tony Sizer is our new Facilities Maintenance worker, so say hello to both of them if you’re at the Museum!

*Karen McClaflyn, Executive Director*

Volume 2 No.3

## Calendar of Events...

Docent Graduation	Sat, May 17
Veterans Day Car Show	Mon, May 26
F1 Movie @ Esquire I Max	Sat, Jun 28

## Meetings...

Board Meeting	Last Thurs, 5:30 pm
Docent Council	2 <sup>nd</sup> Weds, 1 pm
Education Committee	Last Weds, 1 pm
Exhibits	2 <sup>nd</sup> Thurs, 1 pm
Library	Weds, 10 am
Road Crew	1 <sup>st</sup> Weds, 1 pm

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2200 Front Street  
 Sacramento, CA  
 95818  
 916.442.6802

## Win this 60th Anniversary Mustang



In honor of our Wild Horses special exhibit celebrating the 60th anniversary of the Ford Mustang, we are giving away a rare one in 1,965 Mustang!

To enter the sweepstakes, visit the website listed below, where you will be able to pay for as many entries for the drawing as you want. The sweepstakes campaign will be running until our drawing date of December 18, 2025, and we will also have the car on display in the museum soon!

### About this 60th Anniversary Mustang:

This Mustang GT Fastback 60th Anniversary Edition Premium in Wimbledon White with Carmine Red 2-tone leather interior is equipped with the 401A High Package, the 10-Speed Automatic with the 3.55 Limited-slip Rear Axle, and the Active Value Performance Exhaust System. Powered by the 5.0L Coyote V8 engine, this Mustang has the power and looks to take you anywhere you want to go.

For all of the prize details, how to enter, or more general information, click the QR code below:



**Founding Director:** Dick Ryder

### 2025 Board of Directors

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Steve Meyer	Glenn Rondeau
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John David	Docent Mentoring
Sharon Taylor	Secretary/Membership
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Glenn Rondeau	Newsletter Editor
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Frank DeBernardi	Communication
Duwayne Brooks	John Tennyson At Large

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Dave Eichner	Pit Crew
Mike Willis	Detail Crew
Ron Grantz, Mike Ling	Library
Dave Frank	Road Crew
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Jim Ferguson	Exhibits Committee
John David	Mentoring Coordinator

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Sol Goldman	Vehicle Sales Assistant
ShaVolla Rodriguez	Exhibits Manager
Katie Martin	Marketing Manager
Tamara Samsa	Office Manager
Ellie Montgomery	Guest Services
Lauren Trask	Event Rentals
Tony Sizer	Maintenance
Dieter Stenger	Accountant
Daphne Ruffing	Volunteer Coordinator
Nayeli Rodriguez	Front Desk

## National Mustang Day at CAM



*Photography by Glenn Rodeau*

## Model A Basics & Driving Class



*Photography by Patrick Hogarty*



# Exhibits & Education

## New on the Floor

**Thanks to the generosity of museum supporters, we have recently added a number of significant cars to our collection through donations and loans:**

### 1911 Hupmobile Model 20 Torpedo

Robert Craig Hupp was born on June 2nd, 1887, in Grand Rapids, MI. In 1902, Robert began working for Olds Motors. By 1906 he had joined Ford Motor Company where he gained knowledge in many automotive areas of automobile design and production.

In 1908 he left Ford and together with his brother Louis, began seeking financial backing. They rented a factory at 345 Bellevue Avenue in Detroit, and began creating a prototype. By 1909, the first Hupmobile was created and was introduced to the public at the Detroit Auto Show. The vehicle was a two-seat roadster with an 86-inch wheelbase.

Hupp understood the need to continue to invest in machinery, technology, and factories. He began investing heavily, to the point that his financial backers became nervous. They did not agree that the company should be overextended. This issue escalated to the point that in 1911, Robert Hupp sold his stock in the Hupp Motor Car Company and began pursuing another automobile production venture. Production began in March at the newly organized Hupp Motor Car Company.

In its introductory year, 1,618 examples were produced. By 1910, production had increased to 1,618. A \$750 sticker price that included a 17-horsepower four-cylinder engine and sliding gear transmission made it less expensive than the Ford Model T.

The dawn of the automotive era was a time of ingenuity and innovation, and at the heart of this revolution was the 1911 Hupmobile Model 20. It's impact on automotive design is undeniable. It was among the first cars to make vehicle ownership accessible to the middle class, effec-



tively democratizing transportation. Its robust construction and mechanical simplicity set it apart from other vehicles of its time.

Technologically, it featured a pioneering monobloc engine design that would become an industry standard in years to come. The roadster body style was particularly iconic, offering an open-air motoring experience that was both exhilarating and stylish. With a top speed of 50 miles per hour, the Model 20 offered spirited performance for early motorists.

This example was purchased new in 1911 by Mario Giannini, the son of A. P. Giannini, founder of Bank of America and is still owned by the family and is on loan to the California Automobile Museum. The Hupp was restored in 1957 when it was invited to the Pebble Beach Concours d' Elegance where it placed first in class.

## 1923 Stanley Model 740 Sedan

At the turn of the twentieth century, the American automobile industry was in a stage of indecision. Two courses lay open - follow the already well-defined path of steam propulsion, or explore the lesser-known path of gasoline power. At this point, steam was heavily favored by the early auto makers. In the year 1900 more than 1,600 steam cars were produced, compared to only 200 driven by gas.

The highly individualistic Steamer was the brainchild of two of the most rugged individuals in American industrial history - the Stanley twins, Francis E. and Freeland O. were born in 1849 into a large family in Kingfield, Maine. F. E. and F. O. were identical twins. One was seldom seen without the other, and both were always whittling. The Stanley Steamer, when it was produced, was as much a work of art as it was of engineering. Instead of employing patternmakers, the Stanleys themselves whittled the precise wooden patterns required for casting machine parts. Within a year, without any previous knowledge of steam technology, they created the first Stanley Steamer, which was simply a small engine and boiler slung beneath a carriage.

By 1899, after several years of making and selling individual Steamers, the Stanleys bought a factory at Newton, Massachusetts, and formally launched the Stanley Motor Carriage Company. Two hundred cars were made that year, and the firm went down in history as the first American company to produce steam automobiles on a commercial scale. Production rose to 519 cars in 1917.

A Stanley Steamer set the world record for the fastest mile in an automobile at 28.2 seconds in 1906. This record, 127 mph, was not broken by any automobile until 1911. The speed record for steam-powered automobiles was not broken until 2009.

Francis died in 1918 when he steered his car off the road into a woodpile while attempting to avoid farm wagons traveling side by side. After his death, Freelan sold his interests to Prescott Warren. The company suffered a period of decline and technological stagnation. Production specifications show that no model with a power output of more than 20 hp was produced after 1918. Better cars were now available at much lower cost. For example, a 1924 Stanley 740D sedan cost \$3,950, compared with less than \$500 for a Ford Model T. The spread of electric starters for internal combustion cars, beginning in 1912, eroded the remaining technological advantages of the steam car. A total of 10,910 Stanleys were manufactured before production ended in 1924.

748 Model 740 Series Stanleys were produced from 1922 through 1924 with 181 cars produced in 1923. Its 20 HP double-acting two-cylinder engine operates at a steam pressure of 600 PSI. The engine, mounted horizontally is under the rear compartment and is also a unit with the rear axle. Chassis number 23622 is one of two 4-door 740s bodied by Springfield Coachworks of Springfield Massachusetts. Prices ranged from \$2,750-\$3,985.



*Malcom K. "Mack" Carter - owner:*

On graduation from High School in 1950 I discovered that in the past some cars operated on steam rather than gasoline. When I received a book that captured my imagination. Entitled "The story of a Stanley Steamer" by George Woodbury, it inspired me to locate a Stanley and work to put it back on the road.

Roland J. Giroax of Reno, Nevada owned and registered this car as late as 1947. When I purchased the car in 1969 it was not in operating condition. Tom Marshal of Yorklyn, Delaware (owner of some 20 Stanleys), was my source for the necessary parts to make it roadworthy. It has recently undergone a complete mechanical restoration by Ron Parola with the assistance of Alan Blazick. During 2014 a comprehensive structural and cosmetic restoration was completed at Alan Taylor's shop, making this car a fine example of steam technology circa 1920.



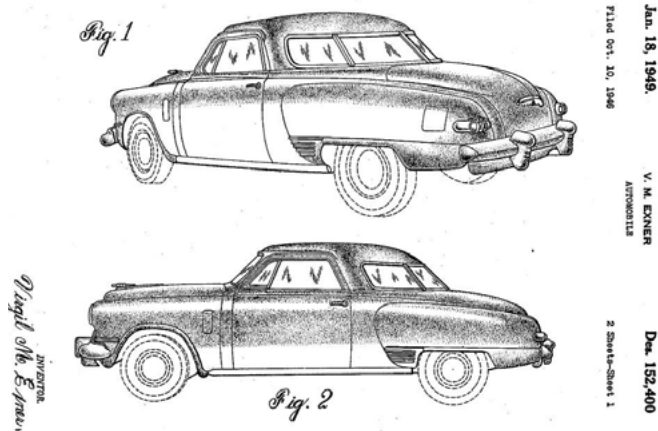
# 1950 Studebaker Champion Starlight Coupe

In the post-World War II period most domestic automakers dusted off their prewar designs and maybe changed the grille and added a few chrome trim strips here and there and called it the new 1946 model. It was a seller's market led by a pent-up demand to be able to buy the first new cars to become available since 1942.

The post-World War II market for new cars initially was a seller's market. Supplies were limited, and waiting lists were long. But by the late 1940s supplies had increased, and auto manufacturers had to offer new features to attract comparison shoppers. Studebaker was one of the first manufacturers to completely restyle its line. The 1950 Studebaker featured even more radical revisions and styling changes. Robert E. Bourke, an automotive stylist who worked with the renowned industrial designer Raymond Loewy, was largely responsible for the 1950 Studebaker's

horizontal rear deck were radically different from "tear-drop" cars of the 1930s and 1940s. While celebrating the machine age, the 1950 and 1951 Studebaker also marked a sharp break from 1930s streamlined or art deco styling and the beginning of flamboyant, futuristic styling of the 1950s. Studebaker led the way in this design and marketing change, and the Big Three auto manufacturers soon followed. Studebaker sales were fairly strong after World War II and reached a peak with the 1950 model.

The car's unique profile provided the Studebaker marque with an easily recognized body shape copied as soon as possible by the other US manufacturers in their 1949 models, and appeared to be influenced by the Lockheed P-38 Lightning, particularly by the shortened fuselage with wrap around canopy. Studebaker followed a styling trend soon after the war of adopting fighter aircraft appearances on their products, as demonstrated on Buick and Cadillac vehicles starting in 1948.



styling, now considered a classic of its era.

Like many postwar designs inspired by the aircraft used in World War II, Virgil Exner was apparently impressed by the windshield and roof line used on some of the larger Boeing and Douglas aircraft used before and during the war. Instead of placing it at the front of the car, he used it for the back half of the roof and added curved instead of flat paneled glass sections. When originally introduced in 1947, the Starlight Coupe featured a fairly conventional front end design, later in 1950, a new grille much like that used on some jet aircraft freshened up the front end of the car.

Unfortunately Virgil Exner was not credited in public for his design as Lowey and his firm, still associated with Studebaker were attributed for its appearance because his well-known name would help sell the new offering. Exner's name though was listed as the sole inventor on the Studebaker patent application above, and he was later credited by designer Robert Bourke for his work.

The 1950 Studebaker Champion Starlight Coupe attracted attention because of its center "nose" resembled an airplane, and its wraparound rear window and long,

Factory order number B-4782 was assembled August 11, 1950 and delivered to dealer stock at Roy Gale Motors of Indianapolis on August 15, 1950. Extra equipment as ordered included a radio, heater, undercoating, cigar lighter, and an overdrive transmission with a hill-holder.

The car later appears in Kentucky where it was cosmetically restored in 2008-10 and registered as a Historic Vehicle and sold to its Galt, California owner who donated it to the California Automobile Museum.

## 1971 Intermeccanica Italia Spyder

Knowledgeable sports car enthusiasts are quick to perk up when they hear the name Intermeccanica, and with good reason. Intermeccanica was established in 1959 by engineer Frank Reisner and his wife, Paula. Their cars combined Italian artistry with an American powertrain. The Reisners were zealous car buffs who loved sports cars and racing. They traveled to Europe and settled in Torino, Italy, where they started their company manufacturing aftermarket speed kits. The first car was a Formula Junior single-seater using a Peugeot engine. In 1960, which was followed by 21 aluminum-bodied Intermeccanica-Puch (IMP) 500 cc-engined cars, one of which one won at the Nürburgring.

Their dream was to build beautiful performance cars. In 1966, a new project was started with Jack Griffith of Long Island, New York, for production car with more financing. Griffith had previously been responsible for a similar venture, the TVR Griffith 200. Ex-BRM chassis designer John Crosthwaite designed the chassis for a Robert Cumberford-designed car, called the Griffith GT. The Cumberford design was refined by Franco Scaglione. In 1967, after a series of name, ownership, and engineering changes within the company, the Reisners began production of the stunning Italia Spyder.



The first Italias were exported to the United States in 1968. The cars were unlike anything else on the market and quickly gained the attention of discerning American car lovers. However, with limited production and a price tag of \$8,500, only the affluent could afford them. To many aficionados, the 1968 Intermeccanica Italia Spyder was an automotive masterpiece. The car's "prancing bull" badging was a gracious nod to Torino's coat of arms. Its styling, which was classic Italian with vintage Ferrari undertones, was elegant.

Its performance was equally impressive, as it could reach 0–60 in 6.2 seconds and had a top speed of 155 mph, which was attained through the powerful and proven Ford V-8 engine. The Italia's steel body was hand-formed, and its chassis was built of tubular steel. With fewer than 400 cars built during its production run from 1967 to 1973, the Italia has since taken on an appealing mystique as a rare automobile.



The company relocated to Santa Ana, California, in 1975 and started to build replica cars, such as the Porsche 356 Speedster in 1976 and Checker Taxi in 1979. It is now known as Intermeccanica International Inc. and has been based in Vancouver since 1982.

This Italia was purchased in 1971 in Portland, Oregon and driven back to San Francisco, my residence at the time, in very poor weather. As mentioned, the Italia was built by a small auto company called Intermeccanica in Torino, Italy during the Industry's romantic era, when the love for power and beauty mixed with American muscle. Only seventeen were sent to a single dealership in Portland, Oregon.

In an attempt to modernize the Italia, as the original owner, I changed the body in some areas to accommodate wider tires and rims for better stability and to give it a singular appearance.

*John Foggy*

## 1985 Ferrari Testarossa

Also donated by John Foggy, this Ferrari Testarossa (Type F110) premiered at the 1984 Paris Auto Show as the successor to the Ferrari Berlinetta Boxer. Designed by Pininfarina, the Testarossa was produced from 1984 until 1991. The Testarossa was a recognized cultural icon of the 1980s, and was popularized by media including the 1984 television series *Miami Vice* and Sega's 1986 video game *Out Run*.

The "Testarossa" name pays homage to the famed 1957 World Sportscar Championship-winning 250 Testa Rossa sports racing car. *Testa Rossa*, which literally means "red head" in Italian, refers to the red-painted cam covers sported by both cars' 12-cylinder engines.

The Testarossa traces its roots back to the shortcomings of the 1981 512 BBi. The problems that the Testarossa were intended to fix included a cabin that got increasingly hot from the indoor plumbing that ran between the front-mounted radiator and the midships-mounted engine and a lack of luggage space. In solving these problems, the Testarossa grew to be larger than its predecessor. This resulted in an increased wheelbase that stretched about 2.5 in. to 100.4 in. The increase in length allowed extra storage space behind the seats in the cabin, and to accommodate luggage in a carpeted storage space under the front forward-opening hood. Headroom was also in-



creased with a roofline half an inch taller than the Boxer.

The styling was a departure from the curvaceous boxer—one which caused some controversy. The side strakes sometimes referred to as "cheese graters" or "egg slicers," that spanned from the doors to the rear fenders were needed for rules in several countries outlawing large openings on cars. Unlike the Berlinetta Boxer, the Testarossa had twin side radiators near the engine at

the rear instead of a single radiator up-front allowing for a much cooler cabin.

The design team at Pininfarina consisted of Ian Cameron, Guido Campoli, Diego Ottina and Emanuele Nicosia. They were led by design chief Leonardo Fioravanti, who also designed many other contemporary Ferrari models. The design was originated by Nicosia, but the guidance of Fioravanti was equally important. Being trained in aerodynamics, Fioravanti applied his know-how to set the layout of the car. The designers were originally trying to minimize the necessary side intakes, which also could not be left open due to American safety legislation but then decided on making them a statement of style instead, - one that ended up becoming emblematic of the late eighties. The Testarossa did not need a rear spoiler.



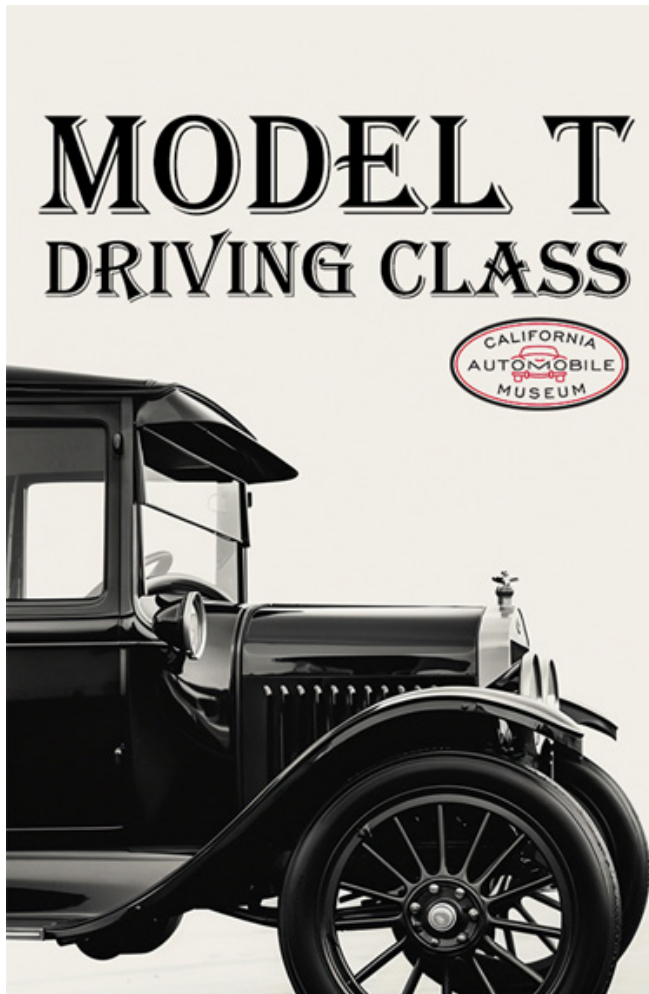
The aerodynamic drag coefficient of  $C_d=0.36$  was significantly lower than the Lamborghini Countach's 0.42.

The Testarossa received a positive reception from the automotive press. It was featured on the cover of *Road & Track* magazine 10 times from December 1984 through July 1989. Although successful on the road, the Testarossa did not participate in any racing event, unlike the 512 BBi, which had done so with minor success.

As Ferrari's flagship model during the 1980s, the car made numerous appearances in pop culture, most notably in the arcade game *Out Run*, and in the third, fourth, and fifth seasons of *Miami Vice*. The car has subsequently become synonymous with 1980s "yuppies" and is an icon of 1980s retro culture. Its signature side strakes have become a popular aftermarket body component for wide arch aesthetic body kits. The side strakes also spawned body kits that were designed for cars such as the Pontiac Fiero and the Mazda B-Series pickup trucks (these were referred to as "Truxtarossa" kits), in addition to a wide variety of Japanese and American sports cars and motorcycles such as the Honda VFR.

# Sun, June 7, 2025

## 9:00 AM – 2:00 PM



Students of the Model T driving class will receive an introduction to Ford's Model T, how it works, and have the opportunity to drive a real Model T! This is an experience that won't be forgotten.

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!

### **Time and Location:**

June 7, 2025, 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.

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

# Car Club Cavalcade

## May



The Sacramento Classic Thunderbird Club's purpose is to provide a home for enthusiasts of the 1955, 1956, and 1957 Ford Thunderbirds. The Thunderbird roadsters have been recognized as classics from the first day of their availability in 1954.

SCTC also offers full membership to fans of 1958 through 1966 Vintage Ford Thunderbirds. We invite anyone who shares our interest in these beautiful automobiles to join our club.

Membership includes the valuable asset of the bi-monthly magazine; *The Early Bird*. CTCI

Annual membership in our chapter, SCTC, is \$25.00 per year, with a one time initiation fee of \$15.00. This includes our monthly newsletter as well as an open invitation to all club activities and fellowship. Inquires about membership may be addressed to [membership@sactbird.org](mailto:membership@sactbird.org)

## June



The Freewheelers is the world's oldest Gay Collector Car Club. Founded in San Francisco in 1978, we have over 200 members in our club and over 1,000 collector cars on roster.

Membership is open to everyone and ownership of a collector car is not a requirement. An interest in automobiles - whether classic, exotic, malaise-era, modern or foreign - is our passion. If it has wheels and you love it, we love it too!



# Events

## May 17, 2025 Docent Graduation



**If your car looks like this, Bring it to the Show & Shine on Graduation Day. If it doesn't look like this, bring it anyway.**

**All CAM Docents, Volunteers and Members are invited to the graduation of our 40th docent class on**

**Saturday, May 17th**

**10 am – 1 pm at the Museum**

### **“Show & Shine” Car Show:**

Docents are encouraged to bring their classic car for our graduation car show in the Museum parking lot from 10 – 11:30 am (car arrival and placement for the show begins at 9:00 am). There will be “People’s Choice” voting with awards given for 1st, 2nd, and 3rd place.

### **The Graduation and Awards:**

The graduation program will begin at 11:30 am in the Alhambra Room. New graduating docents will receive their certificates and new CAM name badges, along with badges or awards recognizing other docents for special service during the year.

### **Potluck BBQ:**

Following the Graduation and Awards program, around Noon, you are invited to have a free Lunch & Potluck with your museum friends in the Alhambra Room. Hamburgers, hot dogs, chips, drinks, and sodas will be provided by Docent Council. Participants are asked to bring a salad, side dish, or dessert.

Please RSVP to Denny Albrecht (jlynndblair@gmail.com) please include guests, classic car if any, and dessert or other food you are bringing. We need the information so we can provide enough food and drinks for the entire group. Looking forward to a great event.



**VETERANS'  
MEMORIAL DAY  
CAR SHOW  
MONDAY, MAY 26**

**J**oin us for a day of classic cars, camaraderie, and honoring our veterans and military personnel who died in service to their country at the Veterans' Memorial Day Car Show! This special event will take place on Monday, May 26th, at 2300 Front Street next to the California Automobile Museum.

Gates will open at 8 am for registered cars and open at 9 am for the general public. The event will feature a Color Guard Presentation at 9:30 am, as well as military vehicles, and music. There will be 21 awards given out, including Best of Show.

**Car Club Contest:** Every car club that registers at least 3 cars will be entered into a drawing for a free CAM Car Club Membership for next year!

**Registration:**

Pre-registration: \$35

Day of registration: \$45

Free registration for Military Vehicles

With your registration, you'll receive free entry to the California Automobile Museum!

Enjoy coffee, donuts, hot dogs, chips, and drinks available for sale throughout the day.

Sponsorship opportunities are also available.

Don't miss this opportunity to show off your ride, support a great cause, and enjoy a day of fun and celebration.

We look forward to seeing you there!

# Save the Date: Saturday, June 28, 2025



**M**ovie megastar Brad Pitt and racing icon Lewis Hamilton have joined forces for a brand new movie that is racing its way onto our screens faster than a Formula One car this July. It's this elite racing class, Formula One, that will take the focus for F1, which is directed by Top Gun and Maverick director Joseph Kosinski.

In recent years F1 (or Formula 1, for those unaware) has become a huge cultural phenomenon thanks to shows like Drive to Survive, and now thanks to Brad Pitt's newest film, the sport is set to take Hollywood by storm.

Simply titled F1, the movie follows Pitt's character Sonny Hayes as he comes out of retirement to mentor young driver Joshua Pearce (Damson Idris), and later team up with him. It's sure to be a huge hit not least because of the strength of its A-list cast—which also includes Kerry Condon, Simone Ashley and Javier Bardem—but also the way it will deliver high octane action directly from the track.

**When:** Saturday June 28th at 11:00 AM

**Where:** Esquire IMAX 1211 K St.

**Admission** includes a small popcorn and small fountain drink

We look forward to seeing you there!



# CAMprofiles

## Personalities at the California Auto Museum

### Doug Cook

#### Docent Class of 2021

#### Docent Training Curriculum Coordinator

**D**oug grew up in Elizabethtown, New Jersey on the banks of the Elizabeth River. Founded in 1664, with a population of 700, the city became the first capital of New Jersey. He attended Woodbridge High which counts among its alumni several NFL stars and legendary rock guitarist Richie Sambora. Doug graduated in 1971.

He caught the sports car bug when he was 10 years old. His father was an automotive upholsterer and Doug would help in various upholstery tasks. One spring Saturday, he and his dad went to pick up some interior parts for reupholstery at J&M Motors, a local sports car dealer/restoration shop. In the showroom was a gorgeous 1961 Austin Healey 3000 in red with black coves and chrome wire wheels... He was smitten for life!

Doug bought a '64 VW Beetle for \$400, the first of what recons to be 88 cars that he has – or currently owns. Over the years, Doug has owned 88 European & British cars including various Alfa Romeos, Porsches, Triumphs, Austin Healeys, TVRs, Jaguars, BMWs, Mercedes Benz, Saabs, Volvos, MG's, and Morgans.

Doug spent a good part of his working life at Rapid Displays, a leading producers of integrated display solutions, designing, fabricating and distributing innovative point-of-purchase displays. He has lived in New Jersey, Pennsylvania, Michigan, Alamo, CA. He became a VP at their Redwood City distribution facility Doug and his wife Linda relocated to Granite Bay after retiring as CEO of Rapid Displays in Union City, CA March 2020.



While exhibiting his BMW 3.0 CS at CAM's 2021 Memorial Day Car Show, Doug met then executive director Mark Steigerwald who invited him to join the 2021 Docent Training Class. He must have liked it, because he now oversees the training program's curriculum.

Doug's favorite cars in the museum are the Jaguar XKE, the 427 AC Cobra and the Ferrari 308.

Doug & Linda's current collector cars include a 1956 Austin Healey 100 V8, 1964 Apollo 5000 GT, 1971 Mercedes Benz 280SL Pagoda, 1974 BMW 3.0CS, 1987 Porsche 911 Targa and a 2005 Aston Martin DB9.

# Scrapbook



## 84 Years in the Same Family

It's not often that it can be said of an 84-year-old car that it has spent all its life with one family - but that is indeed the case with one special 1940 Lincoln-Zephyr. Linda Clark Van Wert, has known this car intimately all her life—in fact, when she was born at the Highland Hospital in Auburn, California, just up the road from Sacramento, she took her first automobile ride in it going home from the hospital.

Her father bought it after its display at the Golden Gate International Expo in 1940. William L. Clark had been a mechanic at his dad's Ford dealership who was detailed to explain the Columbia two-speed rear axle to visitors at the Ford Pavilion at the Golden Gate International Exposition on Treasure Island. One of the display cars that boasted this feature was a gleaming new Lincoln-Zephyr Sedan in Tropical Sand Metallic, and Clark liked that car so much that when the fair was over and the display cars were up for grabs, he bought, and kept it for the rest of his life.



Introduced on November 2, 1935, as a 1936 model, the Lincoln-Zephyr was extremely modern with a low raked windscreen, integrated fenders, and streamlined aerodynamic design. It was one of the first successful streamlined cars after the Chrysler Airflow's market failure. In fact, the Lincoln-Zephyr actually had a lower coefficient of drag than the Airflow, due in part to the prow-like front grille.

The Lincoln-Zephyr succeeded in reigniting sales at Lincoln dealerships in the late 1930s, and from 1941 model year, all Lincolns were Zephyr-based and the Lincoln-Zephyr name was phased out. Annual production for any model year was not large but accounted for a large portion of the Lincoln brand's sales. In its first year, 15,000 were sold, accounting for 80% of Lincoln's total sales. The Zephyr was offered as a sedan with either two or four doors, and was manufactured in right hand drive for export, and the only options listed were an electric clock, leather upholstery and a matched luggage set from Louis Vuitton. The four-door sedan was listed at US\$1,320 (\$29,911 in 2024 dollars).

Bill Clark's Zephyr? It's going to stay in the family. Linda already has plans to pass it on to her own daughter.

1. *The Way of the Zephyr, Winter 2025*



When he got married in 1944, it served as their honeymoon car; as the years passed, it became the vacation car for family trips to nearby destinations like Lake Tahoe, Fresno, and Chico. Bill Clark always kept the Zephyr perfectly maintained and in good running order, and today on the museum floor it looks just as beautiful as it did when it debuted at the Ford Pavilion in December 1939.

In 2017, the car was loaned to the California State Railroad Museum for a special exhibit on streamlined travel—and we all know the commonality of streamlining that the Lincoln-Zephyr shares with the Burlington Zephyr.<sup>(1)</sup>