



CAM Chronicles

The Newsletter of the California Automobile Museum



Dick Bertolucci at his body shop in the early 1950s



A 1938 Chevrolet Convertible restyled by Harry Westergard



The presentation of the Dick Bertolucci Automotive Excellence Award



A 1940 Mercury Buddy Ohanesian restyled by Dick Bertolucci



A 1949 Mercury restyled and owned by Sam Barris



George and Sam Barris

CAM Chronicles

Dear Friends of the Museum

Summer is in full swing, and with it comes renewed energy and excitement here at the California Auto Museum. As the longer days' sun casts a perfect shine on our vintage chrome, we're thrilled to welcome new and returning visitors to experience the stories that drive our passion for automotive history.

Recently, we've been hard at work expanding both our exhibits and our community outreach. Our newest exhibit, *"Wild Horses: 60 years of Mustang,"* has been a standout favorite—capturing the joy and freedom that comes with summer driving. If you haven't had a chance to explore it yet, we invite you to stop by and take a drive down memory lane.

We're making improvements to the Museum with new flooring, an evolving new Race Gallery, as well as a fledgling Kustoms Gallery with the upcoming installation of the "Wall of Legends" display.

We're also honored to host and co-coordinate the **OG Lowrider X Wired Down Sacramento Festival and Car Show** on September 13, which guided our decision to postpone our Cruise to the spring, so stay tuned for all that excitement!

None of this would be possible without the generous support of our members, volunteers, and community partners. Your dedication continues to fuel our mission to preserve and celebrate automotive heritage.

As always, we welcome your feedback and stories. Whether it's a memory sparked by a classic model or a suggestion for future exhibits, we love hearing from you.

Thank you for being a part of our journey. We look forward to seeing you at the museum this summer!

Warm regards

Karen McClafin

Executive Director

*California Automobile
Museum*



Calendar of Events...

R, W, & Blue Car Show	Fri, July 4
Model T Driving Class	Sat, July 12
Model A Driving Class	Sat, July 19
Sunday Drives	July 20, Aug 17
OG Lowrider Festival	Sat, Sept 13

Meetings...

Board Meeting	Last Thurs, 5:30 pm
Docent Council	2 nd Weds, 1 pm
Exhibits	2 nd Thurs, 1 pm
Library	Weds, 10 am
Road Crew	1 st 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 December 10th, 2025, with the drawing date of December 18, 2025, and we also have the car on display in the museum!

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 here or scan the QR code below:

Click here!



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An Evening With Chris Pook



Photography by Patrick Hogarty



Here is the list of the winners from the CAM Veterans' Memorial Day Car Show:



Best of Show—Ken and Maria Fritz, 1958 Jaguar

Individual Categories:

Mustang—Rich Cosgrove, 1965 Mustang

Veteran—Bob Grant, 1959 Austin Healy 3000

Truck—Ken and Linda Heichljinger 1954 Chevy 3100

80s and newer—Steve Koonce 2021 Acura NSX

70s—Carlos Roldan 1971 Plymouth Cuda

60s—Kenny Loeffler 1967 Camaro

Post War 40s and 50s—Peter Steinert 1957 Ford Custom

Pre-War 30s and 40s—Jose Marquez 1938 Chevy

20s and older—Mike Ryan 1926 Oakland Muscle

—John Cabral 1964 Galaxie 500 Corvette—

Howdy Hoover 1967 Stingray

Our 2025 Docent Graduates

4th Row (L-R) Ruben Arevalo, Jim Moen, David Krasko, Doug Cook (Training Committee Chair), Brian Tracy, Michael Krug, John Manos

3rd Row (squeezed in between 2nd & top row - L -R) Ed Townley, Bob Miller, Madalene Ransom, Rob Keplinger

2nd Row (L - R) Fritz Albrecht, Dan Richards, Dean Kavanagh, Mike Coker, Marci Burba, John Tennyson (Training Admin.)

Front Row: (L - R) J.D. Marckmann, Bob Curzon, Peter Sandberg, Joe Arostegui, Bob Esparza

Not Present for the Group Picture:
Rick Foreman Grant Greven Ralph Sattelmayer
Volume 2 No.4

The 40th Docent Class



July - August 2025



Exhibits & Education

The Wall of Legends is a three-dimensional display of cast hands of America's first generation of Rodders and Kustomizers. These men created the sport and lifestyle we celebrate in their younger years and continued throughout their lives for all of us to enjoy and pass on.

While Los Angeles may get most of the attention, Sacramento was creating customs just as early. The Wall of Legends showcases the artisans that influenced custom automobiles throughout California and the world. If you haven't heard of Harry Westergard, Dick Bertolucci, the Barris brothers, or Gene Winfield, this exhibit will introduce them.

Sculptor Trace Edwards has captured the life these Legends have given to the automotive scene through the full-scale casting of each Legend's hand in repose. Some hold lead, while another holds a candy apple; some hold paint guns, while others pin stripe or weld, reflecting the expertise that each Legend is recognized for.

Harry Westergard has been called the "father of the custom car". And while a few may dispute that title, there is little doubt that Harry was a skilled craftsman and brilliant artist.

Born in 1916 in Detroit, Harry moved to Sacramento as a teenager. At that time, the body work being done was either basic repairs or high-end coachbuilding - there wasn't much in-between. By the late 1930s though, Harry was already creating some of the earliest true customs. He worked at various auto repair and body shops over the years, but most of his custom work was done at his home on Fulton Ave during the 1940s in his chicken coop.

Harry was an active part of Sacramento's car community, and he liked to go to the races as well. However, racing itself was not one of his strengths. Harry's friendships were a part of what created such a lasting legacy for his work. The stories told by those who knew him are always positive, and talk about how nice he was as often as how talented he was. That friendliness is why young Sam and George Barris were allowed to hang around and watch him work. George even returned to practice some of his skills alongside Westergard before building his own car. The Barris brothers would eventually move to Los Angeles in the 1940s and spread the "Westergard look" and techniques to Southern California.

After World War II, Harry was a founding member of the Thunderbolts car club. Norm Milne, the club's first president, owned the Richfield gas station on Broadway, which was one of the favorite local hangouts for people to show off their cars. And of course, Harry was hired by friends to build many of the cars that were there.

One part of Harry's signature look was fitting the grille of an expensive car (often a Packard or LaSalle) onto a base-level car. The amount of skill and vision it took to do that was impressive, and people loved the look. In addition, Harry is also considered to be the first person to install electric solenoids to open doors when the door handles had been removed, which was done on a car built for fellow Thunderbolts member, Mel Falconer.⁽¹⁾

Much of Westergard's history remains murky. His prominence in the field faded by the late forties and Dick Bertolucci found Westergard working at a muffler shop. Bertolucci convinced him that this type of work was a waste of his time, and invited him to work at his body shop. Harry was able to get on a better footing and bought a new 1955 Thunderbird. One night, coming back from Walnut Grove, Harry was going extremely fast on the narrow River Road and hit a tree, destroying the Thunderbird and killing Harry instantly. He was only 40 years old.⁽²⁾



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Harry Westergard's impact on the custom car scene lives on. There is no doubt that his skill and natural artistry was unparalleled for the time. He created some of the most iconic cars and a distinct style that spread across the state, thanks to his friendships and visionary cars.

Dick Bertolucci began 'improving' the looks of stock automobiles in the late thirties. Leaving most of the mechanical work to his father, Bertolucci focused instead on the aesthetics of the automobile. Along with a few local contemporaries like Harry Westergard and Sam and George Barris, Bertolucci played an integral role in creating the styles that eventually came to epitomize the Custom car.



Bertolucci began modifying cars with his father Mario in 1943. After he got out of high school, **Dick** opened Bertolucci's Body and Fender Shop for business in 1948, where he did body repair as well as custom bodywork. He then moved to 21st and Broadway. This was where he created the car that made his reputation in the custom world—the Ohanesian Mercury. Buddy Ohanesian had a 1940 Merc convertible. Westergard had already installed a '46 Chevy grill and chopped the windshield on it. Ohanesian took it to Bertolucci's to have a steel top made for it and have it painted. Bertolucci made an absolutely stunning top for it. The line was perfect, flowing smoothly into the trunk. It was a very large and extremely impressive piece of metalwork - all the more so for an 18 - year- old kid. He also molded the tail-lights into the rear fenders and ran the exhaust tips out through the bumper.

This car was not just a showpiece - Ohanesian used it to tow his '34 coupe to Bonneville. Bertolucci went on to do many more beautiful custom cars over the years. His hallmark was perfection and amazing attention to detail. Also a charter member of the Capitol City Thunderbolts, he was an avid performance enthusiast, racing high-revving Chevrolet six cylinder drag racing and Bonneville Salt Flat cars for over 50 years.

Dick had a big role in the birth of the 'Kustom' movement, including during his time with Westergard and the Barris Brothers. The aesthetic that Dick Bertolucci helped create has gone from the mark of a small regional subculture to become ubiquitous. From *American Graffiti* to *Hot Rod Magazine* to the design for the PT Cruiser, California 'Kustom' touches are everywhere. ⁽³⁾

Born in Chicago to Greek immigrants, Sam and his brother George lost their parents at a young age. They had an aunt with no children who was able to adopt the brothers and bring them to Roseville. Sam and George were only one year apart, and they would hang out at local body shops and garages together to learn how to work on cars. This was in the late 1930s and early 1940s - a formative time for customizers. One of the shops they spent a great deal of time in was Harry Westergard's.

In 1938, while at San Juan High School in nearby Citrus Heights, Sam and George would hang out at local body shops and garages together to learn how to work on cars. George bought his first car: a 1925 Buick that he and Sam customized together. After a guy in Oakland saw George's next car, a 1936 Ford, the brothers were hired for their first commercial job to customize his 1936 Plymouth. They were only 16 and 17.



George and Sam Barris

After graduating high school, Sam immediately went into the Navy to fight in World War II. George was never called into the military, and he ended up in Los Angeles. Naturally, Sam decided to move South as well after the war. The brothers ended up opening their custom shop together in 1946; it was called Barris Kustoms and would become one of the most well-known custom shops in the world.

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While both of the brothers were skilled customizers, it was widely known that George was the businessman in their shop and enjoyed showing people around and talking up the cars. Sam, on the other hand, preferred to stay in the back and work on the cars. Sam was considered to be a true artist who enjoyed drawing in his free time and was respected for his eye for design.

In 1951, the Barris Brothers designed and built the Hirohata Merc as a customer order based on Sam Barris's own custom car. The Hirohata Merc was shown at the 1952 General Motors Motorama auto show and was so popular, it overshadowed the best work of Detroit's top designers. It also established the early 1950s Mercury as a popular basis for custom car design.



Hirohata Merc

However, the long hours were starting to wear on Sam, who was also trying to spend time with his new family. After a fire in 1957 destroyed their shop, Sam decided that it was time to move back to Sacramento with his family. He continued to build cars there until 1960. After that, he only modified cars for himself or for his family. Sam changed careers and went on to become the fire commissioner for Carmichael. Sadly, in 1967, Sam passed away after a battle with cancer. Sam's talent was admired and imitated by other California customizers. Despite his short career, Sam's work left an undeniable impression on custom cars.⁽⁴⁾

After Sam left the business, George continued on, and it became Barris Kustom Industries. The company licensed its designs to model car manufacturers such as Aurora, Revell, MPC, and AMT, which spread the Barris name into the model builder community. He was the subject of the title story in Tom Wolfe's first collection of essays, *The Kandy-Kolored Tangerine-Flake Streamline Baby*.

In the 1960s, George and the Barris Kustom Industries became heavily involved in vehicle design for television production. At the beginning of the decade, Barris purchased the Lincoln Futura, an extravagantly designed concept car. It remained in his collection for several years,

until he was unexpectedly asked by ABC Television to create a signature vehicle for their *Batman* television series.

As filming would begin in a few weeks, there was not enough time to create a new design from scratch. Instead, George Barris used the Futura as the base for the Bat-mobile. Barris hired Bill Cushenbery to modify the car, which was ready in three weeks. The show's popularity added to Barris' fame. Barris owned the Batmobile until he sold it at a 2013 auction. Other television cars built by Barris Kustom Industries

include the Munster Koach and the DRAG-U-LA for *The Munsters*.



George was married to Shirley Nahas. They had two children. Barris died on November 5, 2015, in his sleep, at his home in Encino, California, fifteen days before his 90th birthday.

Born in Springfield, Missouri in 1927, Robert Eugene was the youngest of six children born to Frank and Virginia "Ginny" Winfield. When the Great Depression hit, the family moved to Modesto, where Frank, a butcher, built himself a hamburger wagon called Frank's Nickel Lunch, selling hamburgers and hot dogs for five cents. However, after Gene's parents divorced, Ginny purchased property and opened a full-service drive-in hamburger restaurant where the whole family, including Gene, worked. He was 10 years old and would work for the next 88 years.⁽⁵⁾

It was behind mom's joint that Gene opened his first shop and, at age 15, bought his first car, a \$75 1928 Model A coupe that he painted dark blue. He soon installed dual antennas and foxtails, even though the car had no radio. Winfield built his first aluminum car body in 1943 at the age of 16. A year later he painted his first car, soon followed by countless others.

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July - August 2025

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After graduating in 1945, Gene joined the Navy but only served one year, as the war ended. Winfield started his first shop after he returned from World War II in late 1946. He first became known for his paint jobs. He invented the “fade” paint job and laid down a rainbow of colors on numerous award-winning show cars.

The first car he chopped was his brother Frank’s ’41 Plymouth convertible. Meanwhile, he built a flathead V-8-powered ’27 T Roadster on a Z’d Model A frame with a sectioned Deuce grille. A trip to the dry lakes on May 7, 1949, netted a speed of 121.45 mph. He redid the car for the 1950 Oakland Roadster Show, reupholstering it, painting it, chroming everything, including the rims, and adding a third carb to the Edel-brock-headed flattie.⁽⁶⁾



Meanwhile, he was racing whatever and wherever he could, at the lakes, the drags, in jalopies, and he even held a NASCAR license from 1951 to 1953. Gene’s next big project was a ’46 Ford convertible for Al Serpa that was extensively modified with a chop, a padded Hall top, frenched headlights, and a ’46 Olds grille. According to Ed Almquist in his book *Hot Rod Pioneers*, Gene said, “The going rate for custom work when I first started was \$5 per hour.” In white primer, Serpa’s ’46 made the June ’53 cover of *Rod & Custom*. Gene had arrived. Believing that he should build a car for himself to enjoy, and to promote the business, Gene began work on another ’27 T. Called ‘the Thing,’ t he coupe’s top was chopped 12 inches, the windshield was laid way back, and the body was channeled over the frame. The car was powered by the tri-carbed flathead taken from Gene’s rail job. Unfortunately, Uncle Sam had other ideas, and on the day after a race at El Mirage, Gene was in the U.S. Army.

After his second stint in the military, Gene returned to Modesto, changed the name of his business to Winfield’s Custom Shop, and got the Thing out. It appeared in the [May ’51 issue of HOT ROD \(available in the CAM library\)](#), and in August of that year he raced it at Bonneville, where he ran 135.542 mph in Blown Modified Coupe class. He raced constantly until 1953.

But business was booming, so he moved to a bigger shop at 451 Tully Road. Winfield came to be called the “King of Kustoms” for his outsized influence on the craft of building custom cars.

By 1960, Gene’s work was getting national recognition, most notably for his custom paint jobs. His eye for shades and hues led to the development of the first fully-blended paint job. His canvas was a radically customized ’57 Mercury, dubbed the Jade Idol. As his reputation grew, he became a go-to source when Hollywood needed a vehicle.

One of Winfield’s earliest Hollywood custom creations was called the Reactor, a low-slung two-seater built from scratch by Winfield. The vehicle appeared in “Star Trek: The Original Series” as Jupiter 8, “Batman” as the Catwoman’s Catmobile, and “Mission: Impossible” in an episode in which a bank robber was duped into believing he was in the future. Painted in Winfield’s signature fade style, shading from yellow to green, the Reactor was honored with the Tournament of Fame Award in the 1966 Grand National Roadster Show.⁽⁷⁾

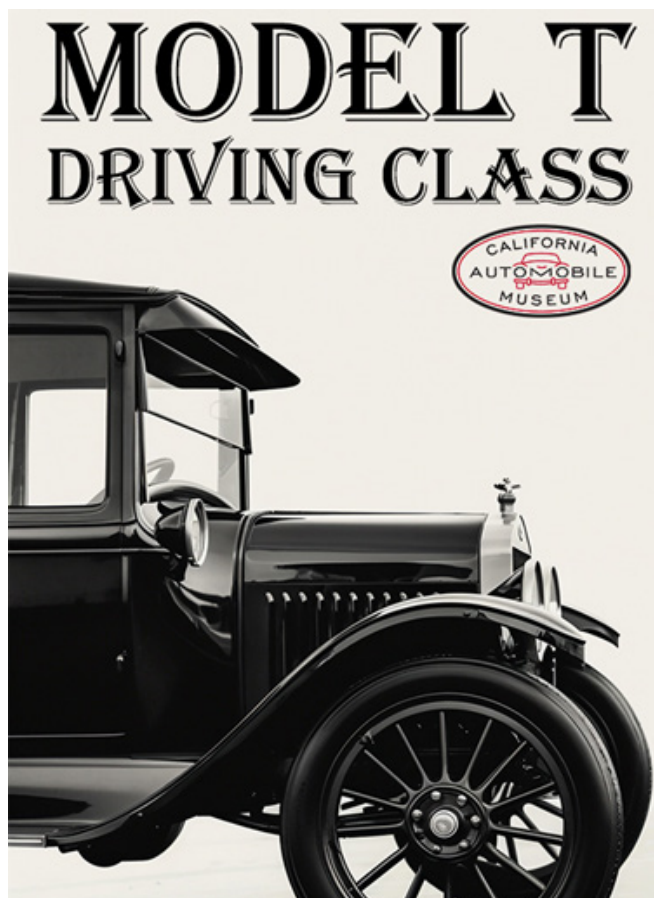


Gene spent almost 80 years in the business, continuing to work into his 90s. Some of heroes fade away with little fanfare, but not Gene Winfield, who passed on the morning of March 4, 2025, just a few months before what would have been his 98th birthday.

1. *Rik Hoving, May 22, 2013, Custom Car Photo Archive*
2. *Ron Brooks Collection courtesy James Bauwer, 2009*
3. *Mike Blanchard Posted in Blog, August 2001*
4. *Hot Rod Archives, Tim Bernsau, Aug 24, 2021*
5. *George Barris’ custom cars are legend in hot rod industry Hennigan, WJ. 2012*
6. *Gene Winfield custom car designer for movies and TV Linnea Crowther, 2025*
7. *Hot Rod Archive, Tony Thacker, 2025*

Sat, July 12 and Sat, Sept 6, 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:

July 12 & Sept 6 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



New Computer Program. The museum has now successfully transitioned to the new PastPerfect iCloud software program. I opened the new program to the catalogs that I use with some trepidation and found out that the screens looked completely different and functioned completely differently. Lost, I called PastPerfect with questions, questions, and more questions, and I got the support that I needed so badly. And now, here I am, a few weeks later and 99% at ease using the new program.. There are few bugs to work out yet, but I like it better than the old program. Our next step will be to get the catalogs online.

Ron Grantz

Model A Basics & Driving Class Sat, July 19, 2025

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, July 19 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 \$99 per person for non-members and \$89 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



Save the Date

We're taking over the streets and shutting them down for this unforgettable event! OG Lowrider X Wired Down Sacramento Festival & Car Show. Proudly Sponsored: Backed By Estrella Jalisco & the California Automobile Museum

EXPERIENCE THE CULTURE!

"We're taking over the streets and shutting them down for this unforgettable event!"

Enjoy a day filled with lowriders, live music, street vendors and beer garden."

SEPT 13 2025
12 PM TO 7PM
2200 FRONT ST
SACRAMENTO, CA 95818



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Experience the culture! Enjoy a day filled with lowriders, live music, street vendors, and a lively beer garden

Sept. 13, 2025 12 pm to 7 pm
2200 Front St.
Sacramento, CA 95818

Registration is now open - [click here to register your lowrider!](#)

[Click here!](#)

Car Club Cavalcade

July

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, it 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.

August



Capital City Mopars is a Sacramento, CA-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.accdefender.org), we always look to make car ownership more enjoyable for individuals and clubs alike!



CAM profiles

Personalities at the California Auto Museum

Marci Burba

Docent Class of 2025

Docent, Road Crew

While starting out in Sacramento, Marci's dad's military career took the family to Germany and, for three years, to New Jersey before returning to Sacramento. After graduating from Mercy High, Marci continued her education at American River College and CSUS.

Marci has a deep love for her city. Although she spent a few early years as a baby in New Jersey, she proudly considers herself a native Sacramentan. She called the Carmichael/Fair Oaks area home for many years, and has spent the last eight happily rooted in the Hollywood Park neighborhood with her partner Megan.

Marci spent a 25-year career with various California agencies doing software and hardware implementation for cable billing contract services for the California Earthquake Authority. Marci also worked as a federal contractor to the Department of Energy. Her professional career spanned decades in the software and hardware implementation space, primarily within the cable industry. She also built up experience in data analytics, contributing her expertise to the insurance and energy sectors. Now retired, Marci is excited to turn her attention to new passions, especially her involvement with the California Automobile Museum.

Marci's car history is extensive and eclectic, to say the least; Marci's car history is as varied as it is impressive. It all began with a '67 Plymouth Belvedere and evolved over the years to include a VW Beetle, Karmann Ghia, 2 Cabrios, a Golf and a 2L Turbo Bug, an '84 AMC Alliance, an '80 BMW 320i, an Isuzu pick-up, several Hondas (Accord and Civic), an Audi A3, a Ford Focus electric, PT Cruiser, a Mini convertible, 2 Mini S-turbos and a 1991 Mazda Miata convertible named Marilyn. She's also had a lifelong love for two-wheeled adventures—getting around on both bicycles and even a unicycle.



Since starting in the Docent Class of 2025, she has developed an admiration and appreciation for the history and legacy of the 1933 Lincoln and its original owner. In addition to her automotive interests, Marci is a talented photographer. Her work—often capturing the natural charm of the Greater Sacramento area and finding beauty in everyday moments—is currently featured at Yogurtagogo in Midtown.

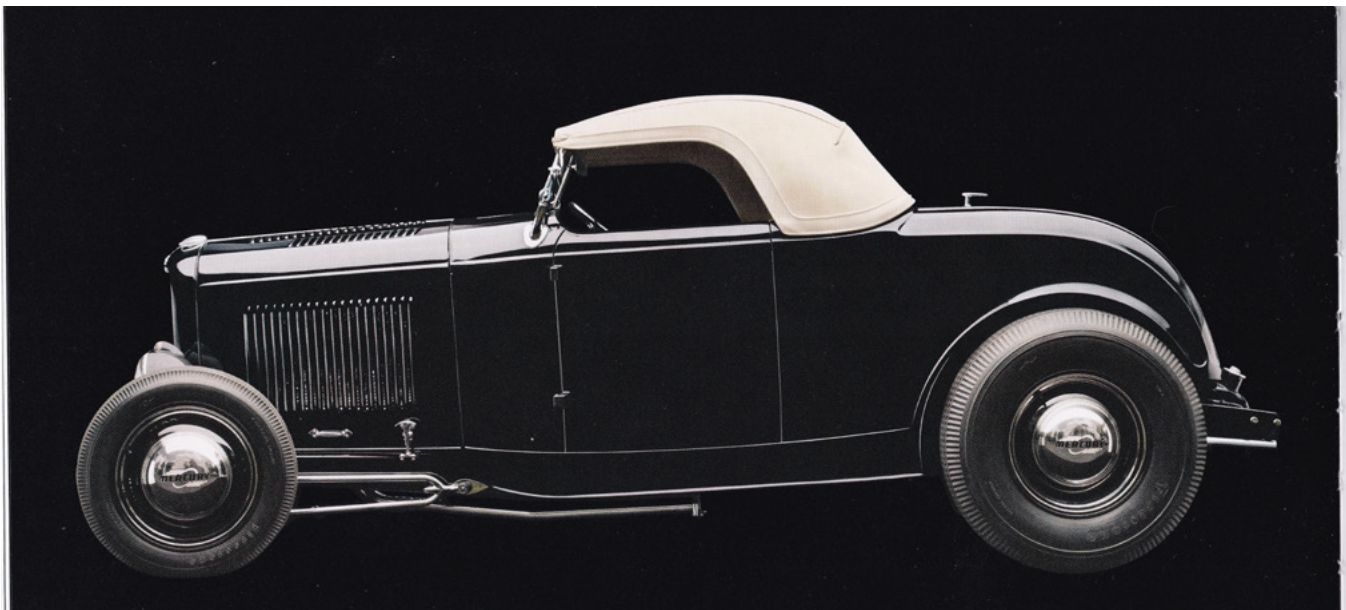
Marci is also an avid dog lover. She dotes on Ben Henry Heinz, her spirited German Shepherd/Cattle Dog mix, who keeps her active and entertained. While volunteering at the 2024 Brewfest for Front Street Animal Shelter, Marci was introduced to the California Automobile Museum. There, she struck up a conversation about classic cars with a docent who encouraged her to explore the museum's docent program once she retired. She took that advice to heart, signed up for the Docent Class of 2025—and the rest, as they say, is history.

Scrapbook



1932 FORD DELUXE ROADSTER

When I was a kid, the car to have was the 1932 Ford Roadster. I always wanted one, and when I was in high school, I made a list of the modifications I would make, if I was ever lucky enough to buy one. It wasn't until I was in my fifties that I was able to make it happen. I bought this car in 1994, and I pretty much stuck with the same plan I had outlined as a teenager.



When I was writing a book called *Art of the Hot Rod*, I went to twenty different hot rod shops around the country. I was visiting them to do research for the book, but at the same time I was also interviewing them to build my car. The person I eventually chose for the job was Dave Simard of Leominster, Massachusetts. He and I agreed philosophically on everything I wanted, which was to build the best car that could have been built around 1948, 1949, using only original, authentic parts.

When I bought this car, it was a rotting chassis with the original steel body. Someone had put a Corvette engine in it, so the first thing I did was take that out. I had a Ford flathead built by Mark Kirby from Motor City Flathead, in Detroit, one of the best guys in the country for them. A stock flat-head would have been 239 cubic inches; he built a bored and stroked engine with 304 cu-bic inches. As flatheads go, it's a big motor.

It took several years to correct everything I wanted for the car. I was able to find a super-charger from SCoT, the Supercharger Company of Turin, Italy. This was a rare accessory and would have been very expensive in 1946, 47,48, nearly five hundred dollars, but I wanted one. I also wanted Kinmont brakes. They were an early disc brake that looked more like a clutch and pressure plate than a brake caliper. Some really terrific feature cars from the early Hot Rod magazines used them, but only about two hundred sets of those were ever made, so I had to hunt for several years before I found a pair.

Everything on the car represents the height of what was possible at the time. It has Eddie Meyer high-compression aluminum heads, made in Hollywood, and a 1934 Auburn instrument panel with the original instruments restored.

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It took me a long time to find that - I had to get an acquaintance in Dayton, Ohio, to secure it from a classified ad and mail it to me - and another year to have it restored, but all the best hot rods had one.

I'd basically been building the car in my mind for my entire adulthood, and then Dave Simard and I got to build it in real life. A lot of effort has gone into every square inch of this car.



In 2007, for the seventy-fifth anniversary of the '32 Ford, a group of panelists voted the seventy five best '32 Fords of all time, and out of four hundred cars, my car made the list. (I was one of the panelists, but there were around fifty of us, so I don't think my vote threw anything off.) I love when people come up to me at auto events and say, "I love your car," or that they've seen it in magazines. A little movie my wife made of me driving it got more than two thousand likes, on Instagram which I thought was extraordinary.

But mostly, I like driving it. This car has six thousand miles on it, which is quite a bit for a fenderless '32 Ford with no windows. I love it. It fires right up. It's fast and very enjoyable.

I feel fortunate to have a passion that's also my business. It's fascinated me for most of my life, back to when I was a kid. It reminds me of Dicky Cline, who saw me sketching cars when I was sixteen years old and asked if I was drawing a '32 Ford. I said yes, and he asked me why. When I told him that I'd really like to have one some-day, he looked at me and said, "You'll never have a '32 Ford." To this day, I laugh sometimes and think, *I don't know where you are, Dicky Cline, but I'm in my '32 Ford.*

Ken Gross, Author & Automotive Curator

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