



CAM Chronicles

The Newsletter of the California Automobile Museum

Notes From the Dashboard...

Out of the Glovebox

It is officially the summer season, and the museum is buzzing with activity. As I write this letter, we are embarking on a journey to establish a vision for the next few years for our Museum's campus. In order to reimagine some of the aspects of our building and grounds, we have started the conversation with staff who have an intimate understanding of the user journey, Board and supporters committed to its caretaking, and our beloved community members for whom the Museum exists to serve.

Summer is also a time when many of us take road trips, and while driving in heavy traffic does not tend to be my favorite, I love to drive along uncongested freeways and country roads, especially the



joy of going through corners at speed, amiright? To experience the full thrill of the road, the wind, and the wheel is the absolute best. We're turning corners CAM too.

We're getting ready to install heaters (yes, just in time for hot July weather) throughout the Museum, looking into a lighting upgrade, exploring parking lot improvements, and planning for a major renovation of the shed – converting it into our new main entrance, gift shop and café, adding new outdoor patio and event areas, while moving the Event Space to where the front desk, gift shop and Vic's café are currently. Wow – talk about thinking outside the glove box (I do love my car references...read on)!

I'd like to take a moment to thank James Long Construction for coming through in the clutch and funding the balance on the heaters (we raised about \$23,000 at our Fundraising Dinner in 2022 but the project price tag ended up closer to \$100K).

Continued on Page 2

Volume 1 No. 1

Calendar of Events...

- Model T Driving Class Sat, July 13
- CAM CruiseFest Sat, Sept 14
- Annual Fundraiser Fri, October 11

Meetings...

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

Inside...

- Exhibits and Education Page 3
- Car Club Cavalcade Page 7
- From the Library Page 8
- Events Page 9
- CAMprofiles Page 13
- Docent Scrapbook Page 14



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Continued from Page 1

As we shift gears and put the pedal to the metal, we ask for your support in moving ahead to improve the Museum and all CAM has to offer – so let’s roll our windows down and cruise toward tomorrow (yes, more car references)!

Best, Karen McClaffin, Executive Director

OUR NEW NEWSLETTER

In the past, CAM has published two newsletters, the Docent Newsletter distributed to the volunteers bi-monthly, and Fuel distributed quarterly to the general museum membership. Fuel was discontinued in 2018. More recently, Inside CAM, published weekly, has replaced random e-blasts to the volunteer corps to communicate short-term needs for volunteers to support event rentals, group tours, and other special needs at the museum.

The current Docent Newsletter is now re-directed to serve both audiences. The new publication, CAM Chronicles, will be distributed bi-monthly to the volunteers, staff, and all museum members. The front-page column “From the Dashboard”, currently written by the current Docent Council Chair, would become more of a forum to include input from the Board Chair, Executive Director, Editor, Exhibits Manager, and/or Chair, and any member of the museum community.

The remaining sections would continue as they are with Exhibits continuing to focus on the current rotating exhibit and other happenings in the exhibit spaces. Events will augment the events tab on the CAM website. The CAM profiles and Scrapbook features will continue.

Glenn Rondeau - editor

Founding Director: Dick Ryder

2024 Board of Directors

Ralph Carbone	Mary Davis
David Felderstein	Jim Ferguson
Alan Galbraith	Karen Long
Joe Hensler	Steve Koonce
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Ed Silva	John Smith
Kellie Smith	Don Tollefson
Tom Tyer	

Docent Council

Ralph Carbone	Chair
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Dieter Stenger	Accountant
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Exhibits & Education

PROFESSOR DR. ING. H.C. FERDINAND PORSCHE

Design engineer Professor Dr. Ing. h.c. Ferdinand Porsche, the third of five children, was born in Maffersdorf (now: Vratislavice/Czech Republic) on 3rd September 1875. His father, Anton Porsche, was the owner of a plumbing workshop. Anton's son, Ferdinand, was expected to take over the family business, but he had other interests - at the age of 14 he was already performing experiments with electricity. However, his father was not very impressed with this. On the contrary, for a long time he tried to forbid his son from busying himself with "such nonsense". Therefore, Ferdinand set up his own secret workshop in his parent's house so that he could experiment unhindered.



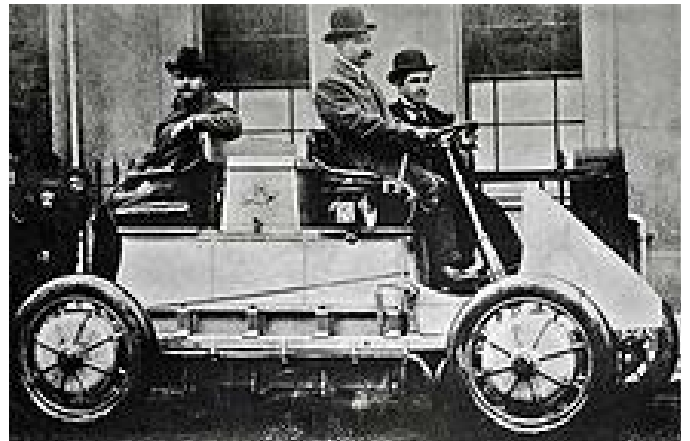
After completing both his plumber apprenticeship and the state trade school in Reichenberg, he began working at the electrical company Bela Egger & Co. in Vienna (later to become Brown Boveri) in 1893. His wealth of talent and technical grasp meant he was promoted from a worker to the test center manager within a few years. His career path was characterized by groundbreaking designs. In 1897, he built an electric wheel-hub motor. In the same year, Ferdinand Porsche commenced work at k. u. k. Hofwagenfabrik Jacob Lohner & Co., Vienna, in the newly established "Electric Car Department". Jakob Lohner & Company, which produced coaches for Emperor Franz Joseph I of Austria as well as for the monarchs of the UK, Sweden, and Romania. Jakob Lohner had begun construction of automobiles in 1896 under Ludwig Lohner in the trans-Danubian suburb of Floridsdorf. Their first design - unveiled in Vienna, Austria, on 26 June 1898 - was the Egger-Lohner vehicle (also referred to as the C.2 Phaeton).

In 1900, the Lohner-Porsche - a non-transmission vehicle powered by the Porsche wheel-hub motor - was celebrated as an epoch-making innovation at the world trade

fair in Paris. Ferdinand Porsche also victoriously tested his designs in races. For instance, he won on the Semmering circuit near Vienna in 1900.

The Egger-Lohner was a carriage-like car driven by two electric motors within the front wheel hubs, powered by batteries. This drivetrain construction was easily expanded to four-wheel drive, by mounting two more electric motors to the rear wheels, and a four-motor example was ordered by Englishman E. W. Hart in 1900. In December that year, the car was displayed at the Paris World Exhibition under the name *Toujours-Contente*. Even though this one-off vehicle^[14] had been commissioned for the purposes of racing and record-breaking, its 1,800 kg (4,000 lb) of lead-acid batteries was a severe shortcoming. Though it "showed wonderful speed when it was allowed to sprint", the weight of the batteries rendered it slow to climb hills. It also suffered from limited range due to limited battery life.

Still employed by Lohner, Porsche introduced the "Lohner-Porsche Mixte Hybrid" in 1901: instead of a massive battery-pack, an internal combustion engine built by the German firm Daimler drove a generator which in turn drove the electric wheel hub motors. As a backup a small battery pack was fitted. This is the first petroleum-electric hybrid vehicle on record. Since sufficiently reliable gears and couplings were not available at the time, he chose to make it a series-hybrid, an arrangement now more common in diesel-electric or turbo-electric railway locomotives than in automobiles.



The Lohner-Porsche Mixte Hybrid

Continued on Page 4

Continued from Page 3

Though over 300 Lohner–Porsche chassis were sold up to 1906, most of them were two-wheel drive; either front- or rear-wheel drive trucks, buses and fire-engines. Some four-wheel drive buses were produced, but no four-wheel drive automobiles.

The vehicles achieved speeds of up to 56 kilometres per hour (35 mph), broke several Austrian speed records, and also won the Exelberg Rally in 1901, with Porsche himself driving a front-wheel drive hybrid. It was later upgraded with more powerful engines from Daimler and Panhard, which proved to be enough to gain more speed records. In 1905 Porsche was awarded the *Pötting prize* as Austria's most outstanding automotive engineer.⁽¹⁾

In 1902, he was drafted into military service. As a k. u. k. reserve soldier, he was the driver for Archduke Franz Ferdinand, the heir presumptive to the Austro-Hungarian throne. He drove one of his own designs.⁽²⁾

In 1906, Austro-Daimler recruited Porsche as their chief designer. Porsche's best known Austro-Daimler car was designed for the Prince Henry Trial in 1910, named after Wilhelm II's younger brother Prince Heinrich of Prussia. Examples of this streamlined, 85 horsepower (63 kW) car won the first three places, and the car is still better known by the nickname "Prince Henry" than by its model name "Modell 27/80". He also created a 30 horsepower model called the Maja, named after Mercedes Jellinek's younger sister, Andrée Maja (or Maia) Jellinek.



1910 Austro-Daimler Prince Henry

Porsche had advanced to managing director by 1916 and received an honorary doctorate from the Vienna University of Technology in 1916: the title "Dr. Ing. h.c." is an abbreviation of "*Doktor Ingenieur Honoris Causa*".^[16] Porsche successfully continued to construct racing cars, winning 43 out of 53 races with his 1922 design.

In 1923, the family moved to Stuttgart, due to Ferdinand Porsche's unrest about the financial destiny of Austro-Daimler. A few months later Daimler Motoren Gesellschaft hired Porsche to serve as Technical Director in Stuttgart, Germany, which was already a major center

for the German automotive industry. In 1924, he received another honorary doctorate from the Stuttgart Technical University for his work at Daimler Motoren Gesellschaft in Stuttgart and was later given the honorary title of Professor. While at Daimler Motoren Gesellschaft he came up with several very successful race car designs. The series of models equipped with superchargers that culminated in the Mercedes-Benz SSK dominated its class of motor racing in the 1920s.⁽³⁾

In 1926, Daimler Motoren Gesellschaft and Benz & Cie merged into Daimler-Benz, with their joint products beginning to be called Mercedes-Benz. However, Porsche's ideas for a small, light-weight Mercedes-Benz car were not popular with Daimler-Benz's board. He left in 1929 for Steyr Automobile, but due to the Great Depression Porsche ended up being made redundant.

In April 1931, Porsche returned to Stuttgart and founded his consulting firm *Dr. Ing. h.c. F. Porsche GmbH, Konstruktionen und Beratungen für Motoren und Fahrzeugbau* (designs and consulting services for motors and vehicles). With financial backing from his son-in-law the Austrian attorney Anton Piëch and Adolf Rosenberger, Porsche successfully recruited several former co-workers he had befriended at his former places of employment, including Karl Rabe, Erwin Komenda, Franz Xaver Reimspiess, and his son, Ferry Porsche.

Their first project was the design of a middle-class car for Wanderer. Other commissioned designs followed. As the business grew, Porsche decided to work on his own design as well, which was a development of the small car concept from his days at Daimler-Benz in Stuttgart. He financed the project with a loan on his life insurance. Later Zündapp decided to help sponsor the project, but lost interest after their success with motorcycles. NSU then took over the sponsorship, but also lost interest due to the high tooling costs.



1923 Mercedes Benz Tropfenwagen

With car commissions scarce due to the depressed economic climate, Porsche founded a subsidiary company, *Hochleistungs Motor GmbH (High Performance Engines Ltd.)*, to develop a racing car for which he had no customer. Based on Max Wagner's mid-engined layout the 1923 *Benz Tropfenwagen*, or "Teardrop" aerodynamic design,

Continued on Page 5

July - August 2024

Continued from Page 4

the experimental P-Wagen project racing car (P stood for Porsche) was designed according to the regulations of the 750 kg formula. The main regulation of this formula was that the weight of the car without driver, fuel, oil, water and tires was not allowed to exceed 750 kg (1,650 lb).



Zündapp Typ 12 Prototype '1931–32

In 1932, Auto Union GmbH was formed, consisting of struggling auto manufacturers Audi, DKW, Horch and Wanderer. The chairman of the Board of Directors, Baron Klaus von Oertzen wanted a showpiece project, so at fellow director Adolf Rosenberger's insistence, von Oertzen met with Porsche, who had done work for him before. At the 1933 Berlin Motor Show German Chancellor Adolf Hitler announced his intention to motorize the nation, with every German owning either a car or a tractor in the future, and unveiled two new programs: the "people's car" and a state-sponsored motor racing program to develop a "high speed German automotive industry"; to initiate this, Mercedes-Benz were to be given an annual grant of 500,000 RM.



1933 Tatra V570, with air-cooled 900cc flat four

In June 1934, Porsche received a contract from Hitler to design a people's car (or "Volkswagen"), following on from his previous designs such as the 1931 Type 12 car designed for Zündapp. The first two prototypes were completed in 1935. These were followed by several further pre-production batches from 1936 to 1939. The car was similar to the contemporary designs of Hans Ledwinka of Tatra, in particular the Tatra V570 and Tatra 97. This resulted in a

lawsuit against Porsche claiming infringement of Tatra's patents regarding air-cooling of the rear engine. The suit was interrupted by the German invasion of Czechoslovakia: several years after World War II Volkswagen paid a settlement.



1939 Porsche Volkswagen Kubelwagen

Since being engaged by the National-Socialist authorities in building the *Volksauto*, Porsche was praised as the *Great German Engineer*. Hitler considered Czechs subhuman and Porsche was urged to apply for German citizenship in 1934. A few days later, he indeed filed a declaration giving up the Czechoslovak citizenship at a Czechoslovak consulate in Stuttgart. As the war progressed his proposed solutions to new developments became more complex and he gained a reputation in certain circles as a "mad scientist" especially with Albert Speer (mainly due to his newfound affinity for "pointy" designs).⁽⁴⁾

A new city, "Stadt des KdF-Wagens" was founded near Fallersleben for the Volkswagen factory, but wartime production concentrated almost exclusively on the military Kübelwagen and Schwimmwagen variants. Mass production of the car, which later became known as the Beetle, began after the end of the war. The city is named Wolfsburg today and is still the headquarters of the Volkswagen Group.

Continued on Page 6



German Press Ball, January 1939. Dr. Ferdinand Porsche, fourth from the left, presents the Volkswagen tombola prize to Mrs. Elsa Ellinghausen, the lucky winner.

Continued from Page 5

In November 1945, Porsche was asked to continue the design of the Volkswagen in France and to move the factory equipment there as part of war reparations. Whilst in France, Porsche was also asked to consult on the design/manufacture of the upcoming Renault 4CV, which led to serious conflict with the recently appointed head of Renault, the former resistance hero, Pierre Lefauchaux. Differences within the French government and objections from the French automotive industry put a halt to the Volkswagen project before it had even begun. On 15 December 1945, French authorities arrested Porsche, Anton Piëch, and Ferry Porsche as war criminals. While Ferry was freed after 6 months, Ferdinand and Anton were imprisoned first in Baden-Baden and then in Paris and Dijon.⁽⁵⁾

While his father was in captivity, Ferry worked diligently to keep the company in business, developing a division for the repair of automobiles, water pumps, and winches. A contract with Piero Dusio was completed for a Grand Prix motor racing car, the *Type 360 Cisitalia*. The innovative 4WD design never raced.



The first Porsche - the 1939 Type 64

In addition to its work with Cisitalia, the company also started on a new design, the Porsche 356, the first car to carry the Porsche brand name. The company had relocated from Stuttgart to Gmünd in Carinthia to avoid Allied bombing. The company started manufacturing the Porsche 356 in an old sawmill in Gmünd. They made only 49 cars, built entirely by hand. The Porsche family



1952 Porsche 356 K/9-1 prototype

returned to Stuttgart in 1949 not knowing how to restart their business. While the banks would not give them credit, as the company's plant was still under American embargo and could not serve as collateral, they did still possess considerable resources. So Ferry Porsche took one of the limited series 356 models from Gmünd and visited Volkswagen dealers to raise some orders. He asked the dealers to pay for the ordered cars in advance.

The series production version made in Stuttgart had a steel body, welded to the central-tube platform chassis, instead of the aluminum body used in the initial limited Gmünd-made series. When Ferry Porsche resurrected the company, he counted on series production figures of about 1,500. More than 78,000 Porsche 356s were manufactured in the following 17 years.

Porsche was later contracted by Volkswagen for additional consulting work and received a royalty on every Volkswagen Beetle manufactured. This provided Porsche with a comfortable income as more than 20 million Type I were built.

In November 1950, Porsche visited the Wolfsburg Volkswagen factory for the first time since the end of World War II. Porsche spent his visit chatting with Volkswagen president Heinrich Nordhoff about the future of VW Beetles, which were already being produced in large numbers.

A few weeks later, Porsche suffered a stroke. He did not fully recover and died on 30 January 1951.⁽⁶⁾

In 1996, Porsche was inducted into the International Motorsports Hall of Fame and in 1999 posthumously won the award of Car Engineer of the Century.

- (1) *Ferdinand Porsche Biography, Biography.com, Last Updated: April 5, 2021*
- (2) *Porsche 356, Long, Brian 2002, Veloce Publishing Lt*
- (3) *Cultural Chronicle of the Weimar Republic, William Grange, 2008*
- (4) *"Porsche: Origin of the species" Karl Ludvigsen*
- (5) *Ludvigsen, Karl), Porsche Excellence Was Expected, 1977 New Jersey: Princeton Publishing Inc*
- (6) *Ferdinand Porsche - Porsche Tradition - Classic World - Dr. Ing. h.c. F. Porsche AG". Porsche.com. Retrieved 29*

Car Club Cavalcade

JULY



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!

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.acccdefender.org), we always look to make car ownership more enjoyable for individuals and clubs alike!



We have some new names for the library. Overall, it's still called the library but, internally, we are distinguishing two distinct areas so that we know what area we are talking about. The old section of the library is now being referred to it as the Inner Library, while the new section is being referred to as the Outer Library.

A small partial wall is being installed and electrical issues are being addressed. Since three of the shelving units use fiberboard shelves, they had to be covered with contact paper, otherwise the bottom of the books would become sawdust in short order. So, the big news from us is the beginning of loading the shelving units with books. We spent three days sorting through about 70 boxes of books just pulling out the books by Library of Congress classification numbers. It's a slow process as we are integrating these books with the books already housed in the library and then shelving them onto the new shelving units.

So, all-in-all, big changes are coming to the library.

Ron Grantz





Events

THE 39TH DOCENT CLASS



Our 2024 Docent Graduates

Kerry Bloxham	Tom Brey	Nick Flynn	John Futral
James Goff	Dale Huey	Peggy Knox	Yuriy Kudelin
Craig Lorenz	Tomas Rodriguez	Daphne Ruffing	Joe Sanchez
John Schaap	Eric Seifert	Mike Valentine	Michael Verna
	Gordon Wong	Taylor Yates	

2024 Post-Graduate Docents:

John Anderson	Sandra Bauer	DuWayne Brooks	Rick Brown
Ralph Carbone	Doug Cook	Mike Corcoran	Bob Daloia
John David	Bill Fuller	Larry Goldberg	Sol Goldman
Jack Gullens	Ernie Hartley	Ernie Huntley	Suzanne Jacobs
Steve Koonce	Dennis Larson	Kimberly Leal	Roger Lundin
Mike Magers	Terry McClean	Rob Millberry	Kim Nelson
Nick Pascoe	Gary Rannefeld	Pete Robinson	Glenn Rondeau
Jared Seese	Ed Silva	Al Smith	John Smith
Dick Sullivan	Gary Stringfellow	Roger Thibault	Patty Vassilopoulos
Ron Vogel	Don Wallace	Barbara Willett	

MODEL T BASICS & DRIVING CLASS SEPT 7

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

Time and Location:

Sat, Sept 2024, 9:00 AM – 2:00 PM

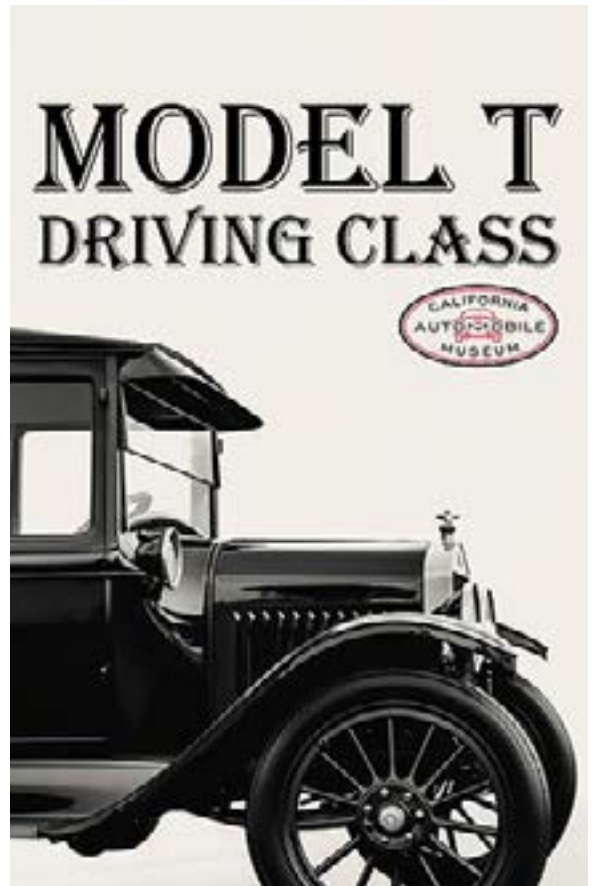
California Automobile Museum, 2200 Front St, Sacramento, CA 95818, USA

About the event:

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

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

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



SAVE THE DATE

The California Museum's Annual Fundraising Event will be held on Friday evening October 11, 2024. The featured speaker will be television host and personality Chris Jacobs, co-host of *Overhaulin'*, an American automotive reality television series. The show originally ran for five seasons between 2004 and 2008 on TLC. After a four-year hiatus, a sixth season premiered on October 2, 2012, on Velocity and Discovery (Cablevision). In June 2019, it was announced that the show would be returning for a new season on November 16, 2011, on Motor Trend.





CALIFORNIA AUTO MUSEUM CUBA'S CLASSIC CARS



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

OFAC Category 515.574
A Support for the Cuban People Exchange

Trip Overview:

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

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

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

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



Trip Highlights:

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



CAM profiles

Personalities at the California Auto Museum

DICK SULLIVAN

DOCENT CLASS OF 2023

MECHANIC - SERVICE MANAGER

AUTOMOTIVE INSTRUCTOR

Dick was born in Salt Lake City, but his family soon moved to California. First to San Jose and then to the Sacramento region where he graduated from La Sierra High School in Carmichael in 1971. Starting out at a Goodyear tire shop, and later Firestone, he began his career in the auto repair industry as a general mechanic mostly doing front-end repair and brakes.

Moving into the General Motors world, Dick added drivetrain, electrical, and major engine repair to his portfolio. He continued to add certifications and education including the Buick manpower program at Cal Poly Pomona Service Manager College. By then a service manager, Dick served as the president of the Northern California Buick Parts and Service Managers Guild. He also served on the El Dorado County Regional Occupational Program Chair.

Leaving the service bay, Dick joined the California Bureau of Automotive Repair in 1983. First as a field representative for the Smog Check Program, and then an Investigator, he took on supervisory roles eventually rising to Deputy Chief and finally, Chief of Statewide Field operations and Enforcement.

Moving from enforcement to education, Dick joined UTI in Sacramento as an instructor teaching courses in service management, repair ethics as well as technical subjects.

At the age of 14, Dick acquired his first car a '59 Morris Minor Estate for a mere \$10 – Probably needed a little work. Later on he owned a '70 Monte Carlo SS. His car hobby included racing in the SCCA Spec Miata series at Thunderhill Raceway and Laguna Seca. He also drove the banking at Daytona as a NASCAR Experience.



Along the way the way, Dick developed a love of teaching. Not only automotive and related professional subjects, but photography and astronomy as well. Therefore, its not surprising that after graduating with the 2023 CAM Docent Training course, He volunteered to teach the Youth Basic Engine Class, and chairs the Education Committee.



Scrapbook



1955 PORSCHE 356 “EMORY SPECIAL”

I've been in Porsche racing and restoration as a business for thirty years. But all of this actually started before I was born.

My grandfather was a custom car builder. more than seventy years ago. In the forties and fifties, he had a shop called Valley Custom Shop in Burbank, California-he was one of the pioneers of customizing, chopping, channeling, and sectioning early American hot rods. Then, in 1961, he became the body shop manager at Chick Iverson Volkswagen Porsche, in Newport. A year later, my father, Gary Emory, graduated from high school in North Hollywood and went to work for the same Porsche dealership in the detail department, and then became the Porsche parts manager.

So, at this Porsche dealership, my grandfather is running the body shop, and my father is running the parts department. When my mom was pregnant with me, my dad took her to the hospital in a short wheelbase 1965 911. Porsche is in my DNA.

I grew up racing bicycles, motorcycles, three-wheelers, ATVs. I had a dream of one day becoming a race car driver. When I was fourteen, my dad found an old '53 Porsche. We bought it for three thousand dollars, which was real money in '87 or '88, and I began the restoration of it with my father and grandfather. it took two years

and all the skills I had been learning since I was a kid. I modified pretty much everything I could. I lowered it, put fog lights on it, hood straps. I split the windshield into two parts because I wanted it to look like one of the early factory Porsche cars.

It was done in 1990. I got my racing [license, had a friend hand-paint the Pegasus horse on the side, put a yellow number 80 and a yellow DUNLOP on the sides of the tires and went racing.

I raced for a couple of years in that car. After I graduated from high school, I was racing up at the Portland Historics. A young guy comes up to me and says, "I love watching you race. Would you consider building me a car and teaching me how to go race driving?" That was the beginning of Emory Motorsports. From that point until now, that's what we've been doing: building, restoring, and racing vintage Porsches.

For a long time, we were primarily focused on building race cars, finding the performance of the 356. But around ten years after I built my first car, I thought, / really want to heavily modify one of these cars-to pull that inspiration from my grandfather and dad, do a true custom car.

Continued on Page 15



Continued from Page 14

In 1997, my wife, Amy, and I began the restoration on this 356. We stripped it down to bare metal and started on all the metalwork. We leaned the windshield back, leaned the nose back, raised the wheel arches, we modified all the suspension, put a special engine in it, rolled the rockers and doors all the way under the floor-gave it some of that Spyder influence. We pulled some inspiration from the Abarth Carrera, adding louvers in the rear and lengthening the tail. That was the Emory Special.

In the middle of that restoration, we found out we were expecting our first child. We had been married for only a couple of years at that point, so and see family. We were debuting the car that year in August at Porsche's fiftieth-anniversary event in Monterey, so we put a hitch on the back, restored a little trailer, and in 1998, Amy, our newborn son, Zane, and I set out on a 4,500-mile journey, driving this 356 all around the western United States, from Oregon to Monterey, all through California down to San Diego, back up to Bishop, through Death Valley, and over to Arizona, Nevada, and Utah.

We had one oil line fail us, and while visiting Amy's family, we hit this torrential downpour just south of Satt Lake City. We hadn't anticipated rain, so I hadn't put wipers on the car yet. So we pulled off at the first exit and went to an auto parts store. The car had all Lexan-type plastic race windows, so we drilled a hole through the windshield, and I figured out how to screw a Ford window crank handle to a wiper blade I bought. For the next fifty or sixty miles, Amy operated the windshield wiper by hand as I drove. Then we continued north, up into Idaho. It was an amazing road tour, just the three of us. To this day, there's still a hole in the windshield with a little rubber plug in it.

The way I see it, cars are either transportation-any brand, any make, any model-or they have a culture that surrounds them. For me, that culture is Porsche. When I was born, I was brought home from the hospital in a Porsche. The first time I got behind the wheel was in a Porsche. I've made a living for thirty years in a Porsche. I took my own son home from the hospital in a Porsche. It's part of my friends and family all over the world. It's not just a car for me. It's life and culture.

Rod Emory, founder, Emory Motorsports

Thank you

James Long Construction: Heater installation

NCAR (NorCal Auto Racing) for their recent \$10,000 donation for our
Racing & Performance gallery

Thank you to all the countless volunteers who have put in extra hours lately
with all of our projects!