



CAM Chronicles

The Newsletter of the California Automobile Museum



Volume 2 No.5

September - October 2025

CAM Chronicles

From the Director's Desk

Dear Friends and Enthusiasts,

As the summer sun begins to mellow and the first hints of autumn breeze through our doors, I'm reminded of just how much this museum thrives because of *you*— our members, visitors, and community supporters.

September is always a month of change, and in the automotive world, change has a certain beauty: new model years rolling out, vintage classics stretching their legs in late-season rallies, and our own exhibits evolving to tell ever-richer stories.

This month, we're especially excited about the new flooring going into the Drive-In Gallery. Thank you to everyone who contributed to the flooring! Next up: new placards!

Whether you're a fan of the elegant chrome curves of the '50s, the bold muscle of the '70s, or the sleek innovations of today, you'll find something here that sparks your imagination.

And because September is a season of connection, I invite you to join us for our **Original Lowrider Car Show and Family Festival**, on Saturday, September 13, where car lovers of all ages can swap stories, see rare and beautiful vehicles up close, and celebrate one of the cultures that makes this museum more than just a collection—it's a community.

Thank you for being part of our journey. Whether you visit in person, follow us online, or support us from afar, you help keep automotive history alive and rolling forward.

See you on the road (or in the gallery),



Karen McClafin, Executive Director

Calendar of Events...

OG Lowrider Festival	Sat, Sept 13
Sunday Drives	Sept 21, Oct 19
Freewheelers Car Show	Oct 11
5.0 Events Mustang Show	Oct 18
Trunk or Treat	Oct 25

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 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:



2025 Board of Directors

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Sol Goldman	Vehicle Sales Assistant
ShaVolla Rodriguez	Exhibits Manager
Katie Martin	MarComs Manager
Tamara Samsa	Office Manager
Ellie Montgomery	Ed & Collections Coord
Lauren Trask	Event Rentals
Tony Sizer	Maintenance
Dieter Stenger	Accountant
Evan Spoonhunter	Guest Services
Nayeli Rodriguez	Front Desk Relief
Rich Cook/Mario Pulido	Janitorial



Driving Through History: The Legacy of the Ford Mustang

By Katelyn “Katie” Biddle Martin, Staff Reporter

Ever since they first went on sale in 1964, the Ford Mustang has made a huge impact on American culture. That impact continues today, and Ford continues to pay tribute to the past while racing into the future of automotive design. No car currently exemplifies that more than their 2025 Ford Mustang GT 60th Anniversary Edition - only 1,965 were made, and you can win your very own in the California Automobile Museum’s Mustang Sweepstakes!

The 2025 60th Anniversary edition pays tribute to the classic Mustangs in several ways. A 1966 Ford Mustang is displayed next to the 2025 Edition below - can you spot the similarities?



The sides bear the iconic red stripe, as seen on the 1966 Mustang featured below. Both cars feature the iconic ‘GT’ shield emblem in red and feature a classic red interior that screams luxury. Both vehicles have the longer front and shorter back body that is common to the Ford Mustang, and, of course, both feature the classic Ford Mustang galloping across the grille.

The history of the classic Mustang design had a lot to do with the audience it was created for. The first concept vehicles were made in 1962 with two-car families in mind, who were moving to the suburbs at an astonishing rate and often required a second vehicle. After their stellar debut at the 1964 World’s Fair, production was started for the 1964 1/2 and 1965 Ford Mustang.

As demand grew, so did the size of the Mustangs. The 1967 model grew enough to fit more passengers and a big-block V8 engine, perfect for those who had a need for speed. The Mustang went through many changes inspired by the classics throughout the decades that followed, from the return of the Mustang GT in 1983 to the introduction of the Coyote V8 engine in 2011, the second generation of Ford’s modular engine that debuted in 1991.

The product of generations of design, the Mustang Premium GT 60th Anniversary Edition is equipped with a 401A High Package, a 10-Speed Automatic with a 3.55 Limited-slip Rear Axle, and an Active Value Performance Exhaust System. Powered by a 480 hp 5.0L Coyote V8 engine, this Mustang has the power and looks to take you anywhere you want to go. Will you be the one to win this classic-inspired special edition? Enter by scanning the QR code on page 3 or by visiting Calautomuseum.org!



Car Club Cavalcade

October

The Northern California GTO Club was established in July 1983 as a family-oriented car club for enthusiasts of the “Original Muscle Car”, the Pontiac GTO. With eight members attending the first meeting, there are now over 60 members.



Membership is open to persons who are 18 years of age or older and are interested in the classic (1964 – 1974) and new generation (2004 – 2006) Pontiac GTOs. Ownership of a GTO is not a requirement, but attendance at two meetings or club events in a four-month period is required before being voted upon for admission to the club. The annual club dues of \$35.00 are due in July or at the time of application for joining members. Monthly meetings are held on the first Saturday of every month, where upcoming events are discussed and GTO technical information is shared.

Club members participate in various car-related activities such as car shows, parades, and cruise/graffiti nights. Some family club events include trips to the Wine Country, Gold Country, and Apple Hill. The Northern California GTO Club also makes its GTOs available for charitable events, grand openings, weddings, and homecomings. Annually the Northern California GTO Club puts on a picnic in the summer for its members.

November

If you are a Pontiac Trans Am Fan, this is the club for you.



Welcome to Trans Am Club of America, GSC

Our club has been going strong since October 1979, and is open to all Firebirds (Trans Ams, GTAs, Firehawks, Formulas, and Esprits). We have members who like to show, drive, and restore their cars.

You don't have to be a Firebird owner to belong; just a love of these unique vehicles is required.

If you own a Trans Am, Firebird, or Formula and you are looking for a car club to join, you may want to join us.

We are a very active club. Once a month, we host a club event, which is listed on our website.

We also have a Facebook page that you are welcome to join, which is for Trans Am, Firebirds, and Formulas.

We meet on the 2nd Thursday of every month at 7:00 pm at Brookfield's Restaurant, which is located at 11135 Folsom Blvd. Rancho Cordova.



Events

EXPERIENCE THE CULTURE!

ORIGINAL LOWRIDER

SACRAMENTO
Super Festival & Car Show

SACRAMENTO CALIFORNIA
2200 FRONT ST. 95818

SATURDAY
SEPTEMBER 13, 2025
12PM TO 7PM

\$50 CAR REGISTRATION **GENERAL ADMISSION-FREE**

Wired Down **ESTRELLA JALISCO** **CALIFORNIA AUTOMOBILE MUSEUM**

WWW.ORIGINALLOWRIDER.COM

The California Automobile Museum will be hosting the OG Lowrider x Wired Down Sacramento Festival and Car Show on Saturday, September 13! They're taking over the streets and shutting them down for this unforgettable event!

Proudly sponsored by Estrella Jalisco, Visit Sacramento, Sac365, SMUD, iHeartMedia Sacramento & the California Automobile Museum.

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

Vehicle registration is \$50, and general spectators are free. We strongly encourage the use of Uber or Lyft for spectators attending the event.

Click below to learn more and sign up for Exhibitor/Car Registration!

[Learn More and Register Here!](#)

SACRAMENTO GATEWAY

FREE PUBLIC EVENT!

FREE PUBLIC EVENT!

TO THE GARDEN VALLEY OF THE WORLD

Sacramento Gateway to the Garden Valley of the World (1924) courtesy of the California State Library's California History Room

SACRAMENTO ARCHIVES CRAWL

SATURDAY, OCTOBER 4th, 2025 10 AM to 4 PM

Tour among four host archives, gather stamps in your passport, view treasures from dozens of archives & special collections libraries, visit with archivists, win prizes, and go on special behind-the-scenes tours!

 WWW.SACRAMENTOARCHIVESCRAWL.COM 

The Crawl is for All

Every October, in celebration of National Archives Month, archives and special collections libraries from throughout the Sacramento region open their doors to the public and showcase their rarely seen holdings during the Sacramento Archives Crawl.

The Crawl is held at four host institution sites in downtown Sacramento: the California State Archives, California State Library, Center for Sacramento History, and Sacramento Room at the Sacramento Public Library. Free bus transportation is provided between all four locations.

During the Sacramento Archives Crawl, archives and special collections libraries from all over the Sacramento region set up exhibits at four host archives in Downtown Sacramento to display items from their collections.

As a Crawler, you'll tour among the four host sites and visit with archivists, see local history exhibits, learn about historic preservation and research, and go on behind-the-scenes tours the public doesn't normally get to go on. Get your Crawl passports stamped and go home with a commemorative coaster set.

CAM will be part of this city-wide event and will have a table at the Center for Sacramento History, 551 Sequoia Pacific Boulevard, Sacramento, CA, 95811.



CALIFORNIA STATE ARCHIVES
SECRETARY OF STATE

1020 O Street
Sacramento, CA 95814



California State Library
Stanley Mosk Library & Courts Building 914
Capitol Mall Sacramento, CA 95814



Center for Sacramento History
551 Sequoia Pacific Blvd
Sacramento, CA 95811



Sacramento Room
828 I Street
Sacramento, CA 95814

Freewheelers Car Show

October 11th, 2025

10 a.m. - 2 p.m.

Enjoy a show full of luxury classic cars!

✦ All proceeds benefit the
California Automobile Museum

✦ \$40 car registration

✦ Spectators are free

2200 Front Street
Sacramento, CA, 95818





Get an early start on your Trick or Treating at Trunk or Treat 2025!

CAM invites local families to join us for a day of trick or treating, classic cars, seasonal snacks, museum exploration, and even a Haunted House on October 25th, 2025, from 10 a.m. to 2 p.m.! This event takes place inside and throughout the museum, and admission is \$5 each for guests aged 6 and up at the museum's front desk. Children 0 to 5 are free, and museum admission is included! Also included: all the candy you can eat - make sure to bring your trick-or-treat bags!

We can't wait to see everyone's costumes - see you there!

Scrapbook



A TRIP TO LAS VEGAS-1955

In 1955, I was 17 years old and a senior in high school in East Los Angeles. I had a 1940 Ford coupe and was president of the Black Knights Car Club of Montebello, CA. The car club was sponsored by the Montebello Police Department.

Earlier that year, our sponsor at the police department let us know that the Peace Officers Car Club Association (POCCA) of California had invited us to participate in the Second Annual Youth Safety Run from Lynwood, CA, to Las Vegas. It was to be held in June of 1955.

The arrangement was that the presidents of the invited car clubs (about 40) would be drivers, and an observer (passenger) from another car club would ride with them. We would leave Lynwood on a Saturday morning and drive to Las Vegas, returning on Sunday. The goal was to drive carefully and try to get the best ton miles per gallon that we could.

We had to have a brand-new car to drive. One Saturday morning, a Montebello police officer took me around the Los Angeles area trying to find a new car dealer that would provide a car for me. We had no success until we went to Eddie Nelson Dodge/Plymouth in Huntington Beach. I was provided a bare-bones stripped down 1955 Plymouth 2-door sedan. They agreed to paint the appropriate signage on the side of the car with their dealer information on the rear.



All of the cars left Lynwood early that Saturday morning in June. I was car no. 37, and Jack G. from another local car club was the observer in my car. My good friend Dale H. (I would be the best man at his wedding a few years later) from Whittier was car no. 38. He had been provided with a 1955 Oldsmobile Super 88 from Harris Motor Co. in Whittier.

Police officers from the various cities represented by the car clubs were to be a part of this caravan of 40-some cars to make sure everything went well. We hardly ever saw them.

When we left Lynwood and were in the West Covina/Pomona area, Dale pulled up beside me in the Oldsmobile and gestured that he wanted to race. He pulled the shift lever down to a lower gear and took off. I pulled the Plymouth's shift lever, located on the dash to the right of the steering wheel, sticking straight at me, down toward the floorboard, and instantly geared down. Instead of taking off like the Oldsmobile, the Plymouth just slowed down. I couldn't catch up with him or even get close to him. This scenario was repeated many times through Barstow and Baker and into Las Vegas. I could never catch him when he did that.

When we got to Las Vegas, we were supposed to stay at a dude ranch on the outskirts of town. But, due to a mix-up of some kind, another car club had taken our reservation. After many hectic phone calls, our police chaperones obtained permission for us to stay at one of the local high school gyms in the downtown area. Blankets and pillows were provided for us to sleep on the floor.

All 40+ cars were impounded in a large fenced/gated lot at the National Guard Armory nearby. The weather was hot, and we wanted to go swimming. But Dale, Jack, and I did not bring bathing suits. So we went to a local store and bought them. With packages in hand, we hitchhiked out to the Las Vegas Strip. A traveling salesman named T. Griel (I remember this because he told us to think of 'heel' when we thought of 'Griel') gave us a ride. He said he was staying at the Desert Inn and would we like to go there? He said he was going to have dinner and then do some gambling, and for us to find him.

While he was having dinner, the three of us went out by the swimming pool, went behind some bushes, changed into our new bathing suits, and jumped in the pool. While we were in the pool the band leader, Spike Jones, who was performing that night, came out by the pool to have a cigarette. He talked to us and figured out we didn't belong there, but he just said to 'have fun'.

After a while, we dried off and went looking for the guy who gave us the ride. He was shooting craps (dice) and had Dale roll them for him (Dale and I used to shoot craps in a back room in a junk yard in Pico Rivera). Dale started winning money for him, so Jack and I left the Desert Inn and explored the other casinos. It was amazing that we were able to go in the casinos and not be asked to leave because of our age. We all ended up back at the gym many hours after midnight.

The next morning, Sunday, when we went to our cars to start the planned group trip back to Lynwood, it was discovered that many of the cars had been vandalized. Many of the Studebakers had their engine damaged with a hammer: carburetors were knocked off the manifolds; some of the cars' gas tanks had holes punched in them. Fortunately, neither Dale's Olds nor my Plymouth was damaged.

Later that morning, the cars that were able to be driven started the trek back to Lynwood. Dale and I repeated our downshifting game, with him speeding off and me slowing down.

A few weeks later, at the awards ceremony in South Gate, Dale ended up winning first place (because of the ton-miles per gallon calculation I guess) with the Olds. And probably because so many of the other more fuel efficient and lighter cars had been vandalized and were out of the competition. The trophy he received was so big it wouldn't fit in the back seat of his 1950 Ford. I ended up getting third place, and still have the trophies and the Black Knights Car Club jacket.

Ken Jordan

