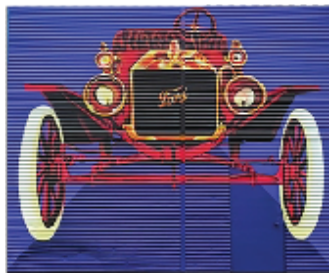


DOCENT NEWSLETTER



Docent Corps of the California Automobile Museum

Notes From the Dashboard...

Volume 25, No 1 January - February 2023

As we embark on 2023 at CAM, I look back and remember where we were at this time last year, and the year before, to best appreciate how different our situation is this January 2023. I am impressed at how very positive and exciting the prospects for CAM are looking for 2023.

We have come a very long way indeed. Last year, January 2022, the museum was emerging from months of closure. Ed Silva had been working essentially alone in the dark cold quiet building for several months to pay the bills and keep the museum lights on. In the last months of 2021, he had the help of limited salaried office staffing. There was no Director. Then in February 2022 new Executive Director David Flatt arrived on the scene.

Fast forward to this January 2023 and it is a very different situation. Executive Director David Flatt has been enthusiastically working successfully and tirelessly to make CAM a very busy, living, and engaging museum. We now have a very busy and supportive staff in the museum. During the early months of 2022 insulation was installed. The job stretched over weeks. We (and visitors) all appreciate the more comfortable environment. CAM has come back better.

Underlying all the operations of CAM during 2022 were the efforts of many docents who showed up when needed, repeatedly, to assist Ed, then David and other new staff, to do countless odd jobs to keep the museum going and reopen, and to staff events. Docent Training Classes and special events took place, new exhibits were created with docent help. The insulation installation was particularly demanding and made possible only because of hours of labor by numerous docents moving cars, and moving them again, and again, and again... for weeks.

CAM has survived and it is better today than ever before. It is a testament to the hours of labor of dedicated docents and volunteers working together with the Director and staff. Thus, there are a lot of people to thank. I think that spirit of working together for a common goal, giving unselfishly of our time and labor, and then seeing and enjoying the product of that labor is what impresses me most and we can be very proud of it as we look back on 2022.

I'm looking forward to a really exciting 2023 at CAM. We will continue to build on the accomplishments of 2022 and carry I forward together in 2023. Thank you to everyone in the very long list of docents and volunteers who continue to contribute so much to make it all possible.

Mike Whelply

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Ed Silva*

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Upcoming Events

Valentine's Gift Fair.....Sun, Feb 12

Sip & Paint Art Class.....Mon, Feb 13

Free Museum Weekend.....Sat, Mar 4

Sun, Mar 5

Woody Exhibit Opening.....Sat, Mar 18

Board Meeting3rd Thurs, 5:30 pm

Docent Council.....2nd Weds, 1:15 pm

Exhibits.....2nd Thurs, 1 pm

Library.....Weds, 10 am

Road Crew.....1st& 3rd Weds, 1:15 pm

**CALIFORNIA AUTOMOBILE
MUSEUM**

PRESENTS

DOCENT CLASS OF 2023

STARTING JANUARY 18

REGISTER ONLINE AT
CALAUTOMUSEUM.ORG/DOCENT-PROGRAM
(MEN & WOMEN DOCENTS NEEDED)

FOR MORE INFORMATION, CONTACT:

BOBDALOIA@YAHOO.COM JOHNGTENNYSON@GMAIL.COM

KNOW ANYONE INTERESTED IN BECOMING A DOCENT?

Our docents, under the leadership of the Docent Council, are the educators for the Museum and the personal outreach to our visitors. We conduct tours and help host special events for organized groups, school classes, and individuals. Most of all we enjoy contact with many interesting people from all over the world.

Registration for the 2023 docent class is now open! Classes begin Wednesday, January 18, 2023 and runs through May 10. Classes are held on Wednesday nights from 6 pm to about 8:30 pm and a few Saturday mornings.

There are many additional ways to be a volunteer at the museum as well! Head to our "Volunteer" page for a list of opportunities or contact the museum by email at director@calautomuseum.org to see what would be a good fit for you.

ARE YOU AN AMAZON CUSTOMER?

Consider using Amazon Smile (smile.amazon.com) and specifying the California Vehicle Foundation as your preferred charity. Amazon Smile donates a portion of qualified purchases to your selected organization quarterly.

CALIFORNIA AUTOMOBILE MUSEUM



2200 Front Street
Sacramento, CA 95818
916.442.6802
www.calautomuseum.org

FOUNDING DIRECTOR: **DICK RYDER**

2022 BOARD OF DIRECTORS

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Joe Hensler	Steve Koonce
Karen McClaffin	Steve Meyer
Scott Mikkelson	Shavolla Rodriguez
Glenn Rondeau	Ed Silva
Christian Simon	Don Tollefson
Tom Tyer	Mike Whelpy

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Mike Willis	Detail Crew
Ron Grantz, Mike Ling	Library
Dave Frank	Road Crew

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Dieter Stenger	Bookkeeper
Mike Stiles	Vehicle Sales Manager
Morning Star James	Event Rentals
Andrea Rhodes	Office Manager
Gabriel Ionica	Comms Coordinator

Exhibits & Education



Some automotive enthusiasts believe the Saleen S7 is America's first production supercar. It's not, but it's definitely one of the few homegrown supercars stateside. With the S7, Steve Saleen demonstrated what was possible. Until now, the California-based specialty high-performance **sports cars** and high performance automotive parts manufacturer upgraded Mustangs.

It was the first fully proprietary car produced by Saleen and became America's sixth mid-engine production sports car coming after the Pontiac Fiero, Consulier GTP, Mosler Raptor, Vector W8, and M12. The S7 debuted on August 19, 2000 at the Monterey Historic Races.

The **Saleen S7** is an American hand-built, high-performance sports car designed and built by American automobile manufacturer [Saleen Automotive Inc.](#) Developed jointly by [Steve Saleen](#) for the initial concept, direction and engine, Hidden Creek Industries for resources and initial funding, [Ray Mallock Ltd.](#) (RML) for chassis, suspension and aerodynamics, and Phil Frank for the body and interior design and development.^(1,2)

The all-aluminum engine is a proprietary unit developed and built in-house. It is a bored-and-stroked derivative of Ford's 351 Windsor small block with Cleveland-style canted valve heads which were extensively reworked and modified. Having a displacement of 427 cubic inches, the engine is based on and has been developed around the small-block architecture, and is not based on the FE big-block. It proved remarkably tractable and flexible for an output of 550 hp at 6,400 rpm.⁽³⁾ In 2005, the S7 gained a more powerful twin-turbocharged powerplant which boosted engine power to 750 hp and estimated top speed of 248 mph.⁽³⁾



The body of the car, made entirely from carbon fiber, incorporates the use of scoops, spoilers, and other aerodynamic features to create Split Channel airflow throughout the car. At 160 mph, the car creates its own weight in downforce.

The chassis uses a space frame-derived design consisting of 4130 lightweight steel and aluminum honeycomb composite reinforcing panels. It is divided into bolt-fastened sub-assemblies to allow for rapid access to critical subsystems. This design contributes to the car's light overall weight of 2,865 lb.⁽⁴⁾

The Saleen S7R is a racing version of the standard, naturally aspirated S7, produced from 2000 to 2007. It was designed to compete in the American Le Mans Series, FIA GT Championship, and 24 Hours of Le Mans. The 7.0 L (427 cu. in.) naturally-aspirated V8 engine produced about 631 hp, and 610 lb-ft of torque, using two restrictor plates. Unrestricted however, the engine was capable of producing a massive 760 hp and 740 lb-ft of torque. Ray Mallock Ltd. (RML) assembled the first few S7Rs under the supervision of Saleen's engineering team in their workshops in Britain, before Saleen assumed control over all S7R assembly.

Continued on Page 4



Continued from Page 3

Saleen had his sights set on making his mark on the track from the very beginning, and that's why he developed the race-bred Saleen S7R alongside the standard S7 from 2000 until 2007. This racing version of the S7 got streamlined for the GT-class series like the American Le Mans, the FIA GT Championship, and the 24 Hours of Le Mans. The S7R finished in 26th place during its racing debut at the 2000 American Le Mans Series at Laguna Seca Raceway. It finished in 6th place at the 12 Hours of Sebring and 18th at the 24 Hours of Le Mans.

Graham Nash Motorsport's S7-R at the 2005 1000 km of Spa.

In 2017, Saleen announced the re-launch of the S7 sports car. The new car, called the S7 LM commemorated Saleen's success in motorsports. Additional wind tunnel development led to modifications in the exterior design which includes a full width rear spoiler, side skirts and under body channels along This year marks the 20th Anniversary of the beginning of a 7-year consecutive run of racing championships for Saleen. Sequentially from 1996 through 2002 Saleen clinched more than a dozen racing championships across the globe, with every test, race, and win contributing to the DNA makeup of the Saleen S7. ⁽⁵⁾

Press Release, Sep 17, 2016:

Saleen Automotive Inc. (OTCQB: SLNN) Corona, CA

To commemorate these historic motorsport victories, Saleen has announced a new limited-edition model, the Saleen S7 LM. Only 7 examples of this limited edition S7 will be produced, and all will incorporate a unique livery, wheel, interior, and functional performance enhancements.

"True to our form, we are bringing back America's only true supercar," said Steve Saleen, President and CEO of Saleen Automotive, "We are celebrating our winning heritage and advancing the performance DNA that Saleen was built around."



The Saleen S7 was initially unveiled in Monterey, Ca. Labeled as America's Supercar, it is the most successful supercar model ever. The S7R race version has won at every major racetrack in the world, including Daytona, Sebring, Nurburgring, and the prestigious 24 Hours of LeMans. 🇺🇸

1. Wallace A. Wyss, "At Ford, a Supercar Delivers a Super Headache". *Car and Driver* June 2005
2. "Motor Trend: Saleen S7", *Motor Trend*. pp. 1-4, 2007
3. Kim Wolfkill, "First Drives - Saleen S7 Twin Turbo", *Road & Track*, September 2006
4. "Saleen S7 - Road Test - Auto Reviews", *Car and Driver*, April, 2010
5. Markovich, Tony, "The Saleen S7 is back with 1,500 hp and 1,328 lb-ft of torque" *Autoblog*, June 2019



Over the last ten or so years I've read scores of Automotive books on the Designers, Manufactures, Racers and Rally-ists. Of those approximately fifty books, I have trudged through some dreadfully written publications looking for that additional kernel of information on a particular subject matter. I've also run across a half dozen books written by authors that know how to write and have a firm grasp on the subject as well. I suspect that other docents and students of the subject have had the same experience and with that in mind I have asked Glenn, our newsletter editor, to provide, in future editions, space to trade information on well written books on our subject. Hopefully to keep us fresh and broaden the material beside the initial docent training we get.

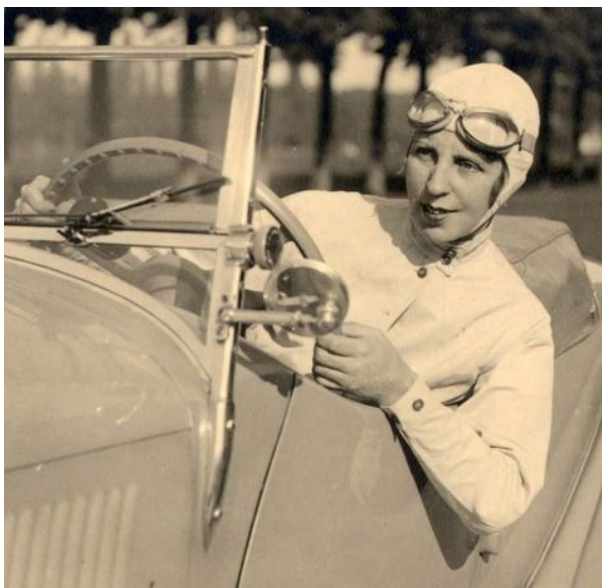
This first month I'd like to introduce a well written piece by **Neal Bascomb**, about the Grand Prix Racing throughout Europe during the thirties; ending with the declaration of war in Sept of 1939. The title of this Book is ***FASTER***.

Mike Zinser - Not just a reader of Alfred E Newman's

The story begins in 1933 with the scene of a competitive series of Grand Prix races across Europe with a variety of marques competing for Europe's Fastest bragging rights. The marques involved were Bugatti, Maserati, Peugeot, Ferrari, Ford, Alfa Romeo, Talbot, Delahaye, Auto Union, and Mercedes. Due to a receding economy in a world-wide depression, and the newly elected Chancellor (Hitler) of Germany subsidizing its racing program. One by one, the aforementioned marques lost their ability to remain competitive until it was down to just two countries.



The heavily subsidized programs of Germany with Auto-Union and Mercedes and a determined French program managed by an American, former rally driver and heiress who orders a newly designed Model 145 Delahaye to her specifications. Her name is Lucy O'Rielly Schell, and for her driver she chooses a substantial, talented driver. The fact he was Jewish would add additional rock salt to the buckshot targeted on the back pockets of the new German Chancellor should they win.



Lucy's first challenge is to prove her team to be France's best by capturing a National Competition, "The Million Franc prize". That Challenge was for a French manufacturer to complete 16 laps of an old race circuit Montelery at an average of 146.5 KPH or better. One by one each French Manufacturer tried and failed, either by an attempt or by monetary restrictions, until it was down to two, Bugatti and O'Rielly-Schell's Ecurie Bleue (Team Blue) Delahaye. A winning effort, albeit by a narrow margin allowed Lucy's team to finance a further attempt to embarrass the little Meshuggeneh with the bad haircut and subpar mustache. Even sweeter, it was to do it with inferior machinery and just a superior strategy.

Bascomb's research was outstanding and his writing style captivating, keeping me thoroughly engaged from chapter to chapter. You may still be able to get an autographed copy from Autobooks-Aerobooks down in Burbank. I promise you a good read through this one and a keeper for your personal library. 🇺🇸

DOCENT TRAINING SCHEDULE

DOCENT TRAINING SCHEDULE 2023 (2nd Draft) 12/21/22

Session 1 Jan 18th	Meet the Museum & Course Intro. (40) David Flatt, Steve Koonce, Bob Daloia, John Tennyson.	Docenting 101 (30) Gary Stringfellow	Brass Era (30) Ed Silva	Museum New Docent Intro Tour 101 (30) J. Smith & J.Tennyson	130 Minutes + 2 10 minute breaks	8:30 PM adjournment
Session 2 Jan 25th	Mike Whelply - Docent Council Rob Millberry - Mentoring (15)	Auto Beginnings (50) Greg Alumbaugh	Auto Styling & Design 1 (30) Ron Vogel	Makin' er Go (30) Burl Skaggs	110 Minutes + 15 minute intro + 2 10 minute breaks	8:30 PM adjournment
Session 3 Feb 1st	Industry 1 & 2 Kim Nelson (60)	Docent Floor Session 102 (100) Bob Daloia & 6 Current Docents TBD w/ break			160 Minutes + 5 minute Intro + 2 10 minute breaks	9 PM adjournment
Session 4 Feb 8th	The Open Road (45) Gary Stringfellow	How Cars Changed Our Lives (45) Gary Stringfellow & Denny Albrecht	Chevrolet (30) Rob Millberry		120 minutes + 5 minute intro + 2 10 minute breaks	8:30 PM adjournment
Session 5 Feb 15th	Buick (30) Roger Thibault	Oakland & Pontiac (30) Paul Tanner	Olds & REO (25) John Tennyson	Leland & Cadillac (50) Bob Daloia	135 minutes + 5 minute intro + 2 10 minute breaks	8:40 PM adjournment
Session 6 Feb 22	Going Racing-pre WW2 - including Ford (35) Mike Ling	American Austin & Bantam (40) Lynn James	Post WW2 & 50's (25) Glenn Rondeau	Kaiser-Frazer (25) John Tennyson	130 Minutes + 10 minute intro + 2 10 minute breaks.	8:35 PM adjournment
Session 7 March 1st	Lincoln (40) Ed Silva	Model A Ford (40) Al Smith	Early Ford V8 - 1932-1953 (45) Bruce Woodward		120 minutes + 10 minute intro & 2 10 minute break	8:35 PM adjournment
mentoring begins						
Session 8 <u>Saturday 9 am</u> March 4th	Hot Rods/Street Rods/ & Customs (90) Bruce Woodward	Ford Model T in Racing (100) Ed Archer			200 minutes + 5 minute intro & 1 15 minute break	12:30 pm Approx adjournment/

Session 9 March 8th	Graham (30) Milt Nichols	Auburn-Cord- Duesenberg (40) Allan McCrary	The Automobile & African Americans (30) Carly Starr		100 minutes + 15 minute intro & 2 10 breaks	8:25 PM adjournment
Session 10 March 15th	Museum Library (25) Ron Grantz	Cars of the Far East (50) Steve Koonce	Docenting 103 - Floor Exercise Hands-On (60) John Smith		135 minutes + 5 minute intro & 1 10 minute & 1 5 minute break	8:35 PM adjournment
Session 11 March 22nd	Women in Automobiles & the Industry (40) Delta Pick Mello	Cars From Europe (45) Gary Stringfellow	The British Industry (45) Jared Seese		140 minutes + 5 minute intro & 2 10 minute break	8:35 PM adjournment/
Session 12 <u>Saturday 9 am</u> March 25	AP Giannini, B of A, and the Lincoln KB (70) Bob Daloia	<i>15 Minute Break</i>	Dr. Porsche & His Cars (60) Kim Nelson		130 minutes; + 5 minute intro & 1 10 & 1 5 minute break	11:45 AM adjournment
Session 13 March 29	Studebaker (30) Perry Knopf	Packard (30) Garry Gunderson	Auto Styling & Design 2 (30) Ron Vogel	Hupmobile (25) Terry Shorey	110 minutes + 10 minute intro, 2 10 minute breaks	8:30 PM adjournment
Session 14 April 5th	Hudson & Nash (50) John Tennyson	American Motors (35) Greg Winters	Docenting 104 Workshop (60) Ron Vogel		145 minutes + 5 minute intro & 2 10 minute breaks	8:50 pm adjournment
Saturday ** April 8th Optional Field Trip	Blackhawk Museum, Danville - Meet 10am	Tour of Blackhawk Museum (90) Ed Holloway/ George Beck				12 noon finish Approximate
Session 15 April 12	The Industry 3 (25) Kim Nelson	Restoration (60) Dave Felderstein	Willys-Overland & Jeep (30) Rob Millberry	Museum Safety Tour (20)	140 minutes + 5 minute intro, & 2 10 minute breaks	8:45 adjournment
Session 16 April 19	Dodge Brothers (30) Bill McGrath	Chrysler (30) John Tennyson	Docenting 105 Workshop (60) Ed Silva		120 minutes + 10 minute intro & 2 10 minute breaks	8:30 pm adjournment

Session 17 April 26th	Henry Ford & Pre-T's (60) Ernie Hartley	The Camaro (30) Jim Forshey	The Mustang (30) Duwayne Brooks & Joe Praxel		115 minutes + 5 minute Intro & 3 10 minute breaks	8:30 pm adjournment
Session 18 Saturday April 29 9 am Model T Drive	Model T (incl Drive & Movie) (120) Dennis Furr, Model T Club Crew ***	LUNCH TBD	Cunningham (30) Peter Cunningham		180 minutes + lunch	1 pm Approx
Session 19 May 3rd	Indianapolis 500 & NASCAR (55) Mark Glover	Post WW2 Racing (30) Bill Sessa	Environment & Cars (35) Bill Sessa		120 Minutes + 10 minute Intro & 2 10 minute breaks	8:30 pm adjournment
Saturday ** May 6th Optional Field Trip - subj to change	National Auto Museum, Reno - Meet in Reno at 9:30 am	1st Session (120) includes movie	Lunch TBD	2nd Session (60)		2 pm Approx. Inia
Finish Mentoring						
Return all Make-up DVD's						
Session 20 May 10th	Electric/Steam/ Cars (55) Neil Lubin	Hydrogen Cars (45) Glenn Rambach	Conclusion (10)		100 Minutes + 5 minute Intro & 2 10 minute breaks	8:30 pm adjournment
Graduation Saturday May 20th	Graduation & Car Show 10 am - 1 pm	NOTES: The first 5 - 15 minutes or so of each session are administrative. All sessions run 6:00pm to 8:30 - 8:45 pm, except Saturdays, which are 9 am to about 12:30 - 1 pm. Number in Parentheses following subject means: Estimated Length in Minutes e.g. ("30") - - **Blackhawk and National Museum field trips gather at those museums at 10:00am or 9:30am, as noted	***For Model T session, we also enjoy Model T driving support courtesy of members of the Sacramento Valley Model T Ford Club.			Adjournment Times Approximate

Events



2022 CAM TREE TRIMMING PARTY

The California Automobile Museum held its 2022 Tree Trimming Party on Sunday November 27th. We had a great turn out. We had 14 clubs participate with a total of about 236 attendees. The event raised \$526.29 for the museum. We want to thank the following clubs for their participating and they include; Sierra Mustang Club, Capitol A's Club, Porsche 356 Club, Trans Am Golden State Club, Chevy Club, Corvette Club, Mopar Club, Sacramento Classic Thunderbird Club, El Dorado Horseless Carriage Club, NCRG Horseless Carriage Club, Nor Cal Retro Birds Club, Studebaker Club, Sacramento Area Mustang Club and next year's Host, The Good Intentions Club. In addition, our thanks to Mario, for all his hard work in setting up and cooking. Finally, special thanks to Kim & Rachel Nelson for volunteering to spearhead the event with the help of their Porsche 356 Club members. 🇺🇸



Thanks again, 2022 Committee:

David Flatt

Mario Pulido

Kim Nelson

John Smith



VALENTINE'S GIFT FAIR AT THE CALIFORNIA AUTOMOBILE MUSEUM

Next vendor event at the museum is the Valentine's Gift Fair on Sunday, February 12 from noon to 8pm. There will be 20 vendors (75% sold out) in the Alhambra room. Since we are staying open later I would like to get a few docents to volunteer for an extra shift that night.



SIP & PAINT ART CLASS AT THE CALIFORNIA AUTOMOBILE MUSEUM

CAM is starting educational night classes at the museum on Monday nights at the Museum. The first art class will be Valentine's Sip & Paint on Monday, February 13 with artist Juliet Elise who will teach students to paint a VW Bus on a take home canvas print. Class is \$39 for non-members or \$34 CAM members. Couples are \$75 for non-members or \$65 for CAM members. The classes last for two hours, 5pm-7pm, and then the students will have one hour to tour the museum while their painting dries.

CAM profiles

Personalities at the California Auto Museum

MIKE STILES

DETAIL CREW

CAREER: AUTO SALES PROFESSIONAL



Mike Stiles has been a “car guy” since the age of 8. Growing up mostly in the Western U.S., he graduated from Wilton High School in Wilton, CT.

His father has owned several interesting cars including a 1973 BMW 2002, a 1966 MGB, a 1972 Toyota Corolla, a 1966 Volvo 122S and a 1983 Audi 5000.

Mike’s first car was a ‘62 Buick Skylark convertible. This was followed by many others including a 1978 Ford Fiesta, a 1984 VW Rabbit GTI, a 1975 Dodge Monaco retired police cruiser, a 1971 slant six powered Plymouth Duster, a 1991 Honda CRX Si, and a 1997 Mazda Miata. His current daily driver is a 2018 Ford Focus.

Mike attended at Northern Arizona University in Flagstaff majoring in Business Administration, Graduating in 1985.

Mike spent 10 years in auto sales in San Jose before moving to the Sacramento Area. Here, he has sold cars for Capitol Honda, Turner Volvo, Future Nissan. He then ran his own car sales business on Sacramento’s Fulton Avenue “Auto Row”

Mike was married to Holly in 1998 and they have one daughter.

In 2018 Mike joined CAM volunteering on the Detail Crew working with Terry Emery. A few years later the position of Vehicle Sales Manager opened up following the departure of Steve Glashen in 2021, and Mike was chosen for the job.

The most interesting sale Mike has closed at CAM was the sale of Bob Stein’s 1949 Ford pickup on Bring a Trailer. It was purchased by a very wealthy family in Texas for use on their ranch outside of Houston, Texas. ■

ED SILVA

VOLUNTEER OF THE YEAR 2022

DOCENT CLASS OF 2018

It's hard to know where to begin my interview with Ed Silva ... first I had to catch up with him! I finally found him on Waikiki Beach. We had a wonderful phone conversation as I imagined myself being in Hawaii ... but then not! Ed safely weathered Hurricane Lane on Maui.



Ed is a 6th generation native Hawaiian; his family immigrated to the islands from the Azores in the 1800's. The family spread out among the islands as indentured sugarcane workers. The rest is a very interesting family saga. Ed's father was the first to leave the islands to join the Air Force and ultimately ended up retiring in Sacramento in 1975. Using Ancestry.com Ed has been finding and reuniting cousins, aunts and uncles from all parts of the globe.

Engineering of various kinds, runs in the family beginning with Ed's grandfather who was self-taught on the Big Island of Hawaii, using his engineering skills in the sugarcane industry. Ed studied computer architecture and engineering, chemistry and math earning a Masters Degree in Engineering attending Sacramento State, UC Davis and UC Berkeley. While attending Sac State Ed met Peggie ...

Peggie is what I call a "bonus docent". She can be found volunteering along with Ed at the museum and is especially valuable on school tours. Peggie was also an Air Force brat, she and Ed met at a Chinese restaurant in 1984. Peggie has a degree in computer science and worked as a software engineer at HP before finding her true passion teaching first grade. She and Ed have three boys ... all engineers, one each: electrical, mechanical and chemical! Ed describes Peggie as the 'best wife' because she tolerates him and attributes their boys upbringing to Peggie who was home alone much of the time while Ed traveled for his job with HP.

During college Ed was known as "Anything for a buck Silva", doing odd jobs to make ends meet. Anything from carrying concrete, shoveling manure, installing car stereos and event photography. Always industrious Ed has brought his enthusiasm for getting things done to the museum just in time to help John Tennyson with software upgrades for the next Docent Training class. His hobby as a photographer is making him invaluable at taking pictures of cars and documenting the building transformation.

More recently, following the departure of Executive Director Mark Steigerwald, Ed Stepped up to fill that position until new permanent director, David Flatt, took over the reins. In recognition, of this and his contributions, Ed was honored as 2022 Voluteer of the Year. Ed has also been elected to the CVF board of directors replacing outgoing member Perry Knopf.

Ed retired from HP a few years ago and went to work at PRIDE Industries where he created jobs for the disabled in electronic assembly. During his two years at PRIDE he turned their business around and made it profitable. For the past 30 years he and his family have been leaders in the Saint Rose Xmas basket program providing for more than 375 underprivileged families and 200 homeless people.

FYI; Ed's favorite cars in the museum are the Giannini Lincoln and the "Jessica Rabbit" Packard. (Ask Ed!) He also likes Art Deco era cars for for their 'architecture' ... enjoying the styling challenges placed on designers in the early years by the mechanical elements of early cars. He likes to use a fidget spinner to explain flywheels to children on his tours. He currently drives a Lincoln MKZ Hybrid while Peggie is devoted to her Toyota Solara convertible. They also own a Toyota Highlander AWD Hybrid to visit their two sons living in Reno during the winter. He and Peggy enjoy spontaneous road trips to the ocean or the mountains and have recently returned from an Alaskan cruise. Life IS good.



Ann Baum - Docent Class of 2015 Updated December 2022

Docent Scrapbook



CREATIVE LICENSE

SOME OF THE UNEXPECTED TURNS AND FALSE STARTS BEHIND TODAY'S BUMPER CROP

In 2015, California reintroduced its yellow-and-black “legacy license plates,” available for a small fee, which hadn’t been issued since 1970; they quickly became the most frequently issued specialty design in the state, generating money for environmental causes. Now, Michigan and New Jersey have followed suit, and legislators in Colorado are debating whether to revive that state’s vintage motifs. But there is such a thing as going too far, as these examples suggest.

ESCAPE FROM THE BRONX ZOO

ALASKA 1976-1981



In 1976, Alaska adopted an illustration of a brown bear from the *Complete Book of Hunting*. Curiously, officials did not obtain permission from the artist, Douglas Allen, who had never been to Alaska and had sketched the creature at the Bronx Zoo. While some loved the design, an Anchorage Daily News columnist reported that others thought the bear looked like a “fat guy in a fur coat” or ‘a bad taxidermy job.’ Some called it the “flasher grizzly.” Alaska retired the bear in 1981 but restored it in 2015.

THE ONE THAT GOT AWAY

MASSACHUSETTS 1928-29



A small fish on Massachusetts plates caused an uproar when the 1928 trawling season went bust. That year’s tag featured a guppy-shaped icon that bore little resemblance to the invaluable cod or dashing game fish just offshore. Worse, some superstitious mariners said, the fish in that initial rendering was swimming away from the state name, suggesting (or portending) a weak haul. The state tried to reverse the bad omen the next year by featuring a more authentic-looking cod—and by switching the placement of the year and name, so the fish was moving toward “MASS”. No luck. After another bleakfishing season in 1929, the state eliminated the finned flourish altogether.

WHOSE FREEDOM?

NEW HAMPSHIRE 1971-PRESENT



New Hampshire’s “Live Free or Die” motto, coined by Revolutionary War hero John Stark, appeared on plates starting in 1971. George and Maxine Maynard, a married couple, objected to the phrase on religious grounds as Jehovah’s Witnesses. George began covering the motto on their vehicles with tope. In 1974, local police prevailed on First Amendment grounds: Though New Hampshire still issues plates with the maxim, residents are now legally allowed to cover it up.

Continued on Page 14

Continued from Page 11

TUBER, OR NOT TUBER



IDAHO 1928

The first plates in the nation with a large image appeared in the Gem State. According to prolific Idaho author Rick Just, residents derided the strongly elongated Potato as a stale cliché and objected to serving as traveling publicity for local agriculture. Meanwhile, out-of-state visitors kept stealing the tags as souvenirs. The state eschewed the spud after just one year.



BOMBS AWAY

FLORIDA 1935

Florida added some pizzazz in 1935 by embellishing that year's tags with a grapefruit in each of the upper corners. Because of the black paint used in production, some Floridians thought the stemmed citrus orbs looked more like ominous antique bombs, complete with cartoonish fuses. On some occasions, artistic car owners punched up the ill-conceived design, hand-painting the grapefruits in orange or green. The incendiary fruit motifs were nixed the following year. 🇺🇸

Cory Graff - Smithsonian, September - December 2022