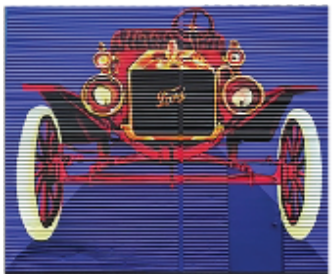
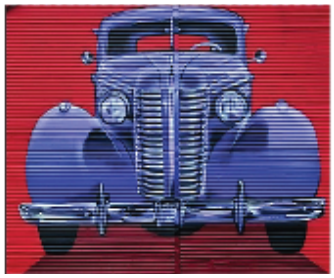
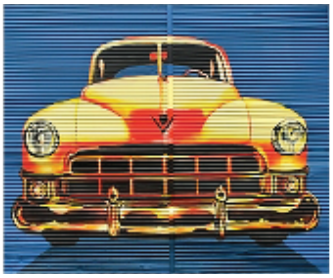
DOCENT NEWSLETTER


Docent Corps of the California Automobile Museum

Volume 25, No 2 March - April 2023

Notes From the Dashboard...

Spring will be here soon. It's the season of renewal and growth. We can take stock of where we are relative to where we have been and look forward and plan to continue to grow and change. That is certainly true at CAM as we strive to become a better museum.

Last year—last Spring, the museum was recovering and rebuilding from the toll of COVID. David Flatt arrived to become CAM Director with just a skeleton of the former staff—there was not even staff for the front desk. It was a daunting situation. But with the meager but very capable staff and supportive volunteers and docents, he led the way back and we grew back a lot over the last year.

CAM is on course to become a better and more successful museum thanks to his leadership and efforts. David kept an eye on the statistics—the numbers. Our presence on the WEB has grown substantially. Through the year all the other numbers grew too. He reported gains in every category: visitors, Sunday rides popularity grew, gift shop sales, tours, a variety of returning and new events, and more were all coming back. If there was a way to keep track of the data, he did. It is all looking very positive.

Expanding in new directions, he offered a succession of a variety of vendor shows essentially to see which were most successful in order to plan for 2023. He created new and strengthened existing connections with the Sacramento community and other entities as well. It was a busy and positive year. The data is there. CAM is back and better than ever.

As many of you now know, David Flattis leaving at the end of February. I think I can speak for all of us who want to acknowledge his success and thank him for all the work and long hours. His leadership has brought CAM back successfully from a very uncertain situation and set the museum on a trajectory for a bright future.

However, we are happy to announce that CVF board member Karen McClaflin has accepted the position of Executive Director, beginning March 1. Many of us know Karen from her previous stint as ED from 2006 thru 2016. Welvcome back Karen!

Mike Whelply

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Upcoming Events

Free Museum Weekend.....Sat, Mar 4
Sun, Mar 5
Woodie Docent Inservice...Wed, Mar 15
Woodie Exhibit Opening.....Sat, Mar 18
Docent Car Show.....Sat, Mar 18
Annual Members Meeting.....Fri, Mar 24

Board Meeting ... .3rd 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

DOCENTS NEEDED

Each year, Free Museum Day typically draws tens of thousands of Sacramento area community members to local museums to experience the fascinating art, culture, and history of the region. This year nearly 20 local museums are collaborating to present a hybrid, two-day FREE Museum Weekend on March 4-5. Please contact Ralph Carbone faclab@yahoo.com to confirm your availability to help for this event.

CALIFORNIA AUTOMOBILE MUSEUM

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

FOUNDING DIRECTOR: **DICK RYDER**

2023 BOARD OF DIRECTORS

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

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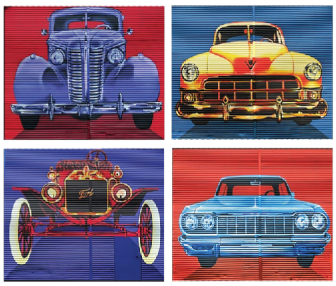
Dieter Stenger	Bookkeeper
Mike Stiles	Vehicle Sales Manager
Morning Star James	Event Rentals
Andrea Rhodes	Office Manager
Gabriel Ionica	Comms Coordinator
Saul Goldman	Vehicle Sales Assistant

Exhibits & Education



FROM TREE TO THE ROAD

Wood had been the staple of automobile construction early on, a natural progression given that the auto's ancestry lies with horse-drawn buggies and the stately coaches of the nineteenth century. The introduction of the Pullman sleeper car further enhanced the use of wood furnishings in vehicles. By the end of the 1800s, train passengers could ride in luxury and comfort, surrounded by mahogany with inlaid mother-of-pearl or cherry wood. During the early years of the twentieth century, a majority of automobile bodies were paneled in wood. (1)

The evolution of horse-powered transportation, from wooden horse-drawn wagons, such as the Dutch Wagon or New England Pleasure wagon of the 1600s and 1700s to the Conestoga wagons was a long slow process. When civilization's search for faster and stronger transportation evolved into using steam and gasoline power at the beginning of this century, it was not surprising that the vehicles were made mostly of wood. Our need for utilitarian vehicles rather than passenger-carrying sedans had engineers designing light-weight steel-and-wood trucks and wagons, which replaced horse-drawn express wagons.

Actually, the first recorded powered wagons were electric, but by 1910 the White Motor Company had developed the White Steam Depot Wagon, an open vehicle featuring three rows of seats similar to a horse-drawn wagon. Chase, Buick, and Pierce-Arrow also offered wooden depot hack-style wagons with wagonette tops and seating for six or eight.

The wooden station wagon, as we know it, came out of this period. Manufacturers sold rolling chassis that allowed body builders to install their own custom-built bodies. Companies such as Post in Farmingdale, New York; Parry in Indianapolis, Indiana; Hoover in York. Pennsylvania; and J.T Cantrell in Huntington, New York jumped onto the bandwagon, so to speak. Initially these new wagons were called Suburbans, Combinations, or Country Clubs, but really, they were all depot hacks. They featured wooden structures with wagonette style tops.

These companies built wagon bodies that suited the transportation needs of families and the public but also found use on ranches and with small businesses as produce and goods haulers. They were fitted to every kind of vehicle, but the most popular and enduring was the Model T Ford.

Meanwhile, there was a clientele looking for some fancier versions to use on the estates and country clubs of Long Island, the Jersey coast, the Upper Peninsula of Michigan, and the Catskills. These wagons were the perfect foil for the social set, offering custom styles that carried their estate or club name embossed on the door, like traveling royalty

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However, a change was in the wind. A mahogany-paneled woody station wagon was built by Healy and Company in New York to a design prepared by J.R. Mclauchlen of Cadillac custom body. It was mounted on a 1922 Cadillac chassis and featured stylish wood paneling and ribbing, whitewall tires, and three rows of seats. It was the hit of the social season on the Jersey coast in 1923. This Cadillac woody lifted the status of the lowly depot hack from a simple method of transportation to a traveling social statement.

The thirties got off to a deadly start. The stock market crash of 1929 struck a near-fatal blow to much of the auto industry. Not only did many of the minor players in the auto-building business close up shop permanently, but thousands of businesses in the aftermarket were forced to call it quits.

Apart From the few manufacturers who did manage to carry on building aftermarket station wagons, Ford was now virtually the only source of production station wagons. Henry Ford had the foresight to purchase the town of Pequaming and the half-million acres of hardwood forests surrounding it on Michigan's Upper Peninsula. From these forests came the maple framing and birch paneling for Ford's new station wagon. Ford had been buying lumber from the mills on the peninsula for the framing on his Model Ts, but he opened his own Iron Mountain sawmills in about 1922. The station wagon's newfound status came with a price that put it out of the reach of the common folk. Its popularity with hotels and private resorts for guest transportation and with the wealthy for transportation to and from their private estates was, in a way, a return to its utilitarian roots when wagons were considered "depot hacks."

In Europe the woody was called an "estate car" or "shooting brake." These vehicles looked like the American station wagon but were custom built for wealthy owners who could afford such luxuries. Models were built on production chassis from Rolls Royce, Bentley, Wolseley, Delahaye, and Hispano-Suiza.

As the war approached, the market was doing quite well selling a wide selection of wagons to upscale clients. Plymouth introduced its new passenger chassis version in 1940, assembled using components supplied by Pekin Wood Products and U.S. Body and Forging.

Ford continued to dominate the market with its crisp new 1940 model. Gone were the suicide doors, which were replaced with front-hinged units featuring full glazing. Ford delivered close to 10,000 Standard and Deluxe station wagons that year.

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Chrysler arrived on the market in March 1941 whith a new Town and Country series. Its station wagon styling featured a rounded "barrel-back," which was structurally framed in white ash with molded Honduran mahogany paneling. This new Chrysler was quite a departure from the station wagon concept. Its four door configuration was designed to carry up to nine passengers with a huge trunk, steel roof, full glass, and all the comforts of a regular sedan. Before the start of the war Chrysler managed to build just 1,995 of these beauties.

With the cessation of hostilities there was only a short breathing space before manufacturers returned to building civilian automobiles. A shortage of materials caused immense problems as Detroit resumed production, but wood wasn't one of them, and by the end of 1946, The Big Three all had a mix of wood wagons, sedans, or convertibles rolling off their production lines.

As expected, Ford was the first back into the marketplace in late 1945. Ford's vehicles were unchanged from the 1942 models, except for minor trim alterations. However, great things were being prepared on the drawing boards.

By 1948 the automobile industry was once again approaching full speed. Packard introduced one of its most stylish wagons with the Station Sedan. This steel structured four-door, six-passenger wagon was built by Briggs manufacturing and featured a chunky set of ribbed door panels topped by beautifully styled side window frames that flowed into a wood-framed tailgate. Designed by Al Prance, this gracious model won many international design awards, including a gold medal from the New York Fashion Academy for the interior, and styling awards from shows in Monte Carlo, Italy, Switzerland, and Venezuela. Unfortunately, this was about as good as it got as the Station Sedan was expensive and sold in low numbers.

In late 1949 Chevrolet introduced a new line of wagons to replace their "wood" wagon. This new all-steel wagon featured "wood-grained" body moldings that simulated the traditional wood framing, just as Oldsmobile had produced with the Futuramic.

Chrysler was slower to follow. The Chrysler Division, DeSoto, and Dodge reintroduced the station wagon model in 1949 to join Plymouth with its dual line of all-steel wagons and separate Town and Country models. These wagons featured an unusual molded-steel spare tire carrier contoured into the tailgate.

Ford managed to delete some of the flaws that had bugged traditional wood wagons. The new Ford/Mercury wagons featured an all-steel structure that practically stopped the body squeaking and much of the wind noise, and it theoretically extended the life of the wagon by designing the body with bolt-replaceable wood panels.

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At this stage, all Ford station wagons had used solid maple framing. but the 1949's framing was steel covered with paneling created using the latest in electronic technology. These were formed using a microwave bonding press thar squeezed a group of phenolic resin-coated wood pieces together to form a frame blank. The panels were created with a similar process that used an outer layer of maple over an inner layer of ash. This allowed the panel co be formed easily.

Woody station wagons were not just an American product. The British and French both had their own variations on the same theme through the same years. The French built some interesting Simca woody wagons based on Fiat Topolinos along with some Delahayes and Citroens.

Across the channel the British were also sawing away, building custom shooting brakes and estate wagons for the lords and masters of the great estates to use as hunting and fishing wagons. They used a wide variety of marques including Ford Pilot V-Ss, Rolls Royce's, and Bentleys.

Detroit no longer liked wood. The new steel age had arrived. There was plenty of it, and it didn't rot, fade or peel, but outside suppliers were still very active. Builders like Cantrell offered a collection of standard model bodies for all kinds of commercial chassis including One Ton GMCs, Chevrolets, and Dodges. Cantrell and Huntington had become the last vestiges of the carriage-building trade where craftsmen hand-built automobile bodies.

Buick's Roadmaster and Super Estate wagons were now the last GM wagons to use traditional woody framing in white ash with mahogany paneling. These wagons were built at Ionia, using a partly assembled Buick body that was shipped to Ionia, built up as a station wagon, and then shipped back to Buick complete, ready for final assembly. In all, Buick sold 2,500 wagons that year, and these were the last of the "wooden dinosaurs" built by or for any Detroit manufacturer. [2]

In our current era of practicality, wood is once again a detail reserved for the very wealthy. Restored vintage woodies are among the most desirable-and expensive- of all classic cars. And on the new car market, automakers from Jaguar to Toyota still look to walnut, oak, and mahogany to give their higher-priced automobiles a touch of elan. [1]

(1) Wood Details, Rob Leicester Wagner, Friedman/Fairfax, 2000

(2) Woodys, David Fetherston, Motorbooks International, 1995

NEWS FROM THE RESEARCH LIBRARY AND ARCHIVES

Back in November, we had a researcher visit us from the Moal Coachbuilders of Oakland, CA. He was wanting to do some research from the Everett Duncan Collection, a collection that the museum inherited from the World of Speed when it closed in late 2020. Moal Coachbuilders specializes in restoring vintage sports cars and construction of one-off parts for these vehicles.

Moal Coachbuilders acquired a job of a mid-50's Indycar that was never finished but mostly complete. The car was one of a few all new streamlined cars and team owner Howard Keck commissioned Norman Timbs to design a new car after sending him to Europe to study the latest race car designs. After design and testing models in Pasadena at Cal Tech's wind tunnel, Quinn Epperley was to build the car. The car was advanced, light and quite robust for the era. Duncan went to work at Quinn's shop in December 1954. Duncan was an avid photographer of his work endeavors.

On a biographical note, Everett Duncan went to work for famed race car builder Kurtis Kraft in 1946. In 1954, Duncan joined Quinn Epperly, who pioneered the "laydown Offy" car design. This design mounts the four-cylinder Offenhauser engine inclined to the left for improved aerodynamics and weight distribution. Duncan's cars saw action all over the U.S., from the dirt overall tracks of Southern California to the famed Indianapolis Motor Speedway. Epperly-Offenhauser cars took first and second place at the 1958 Indy 500. Some of Duncan's other race cars included the Munson ¾ Midget, the Demler Special, and the Keck Streamliner.

Ron Grantz

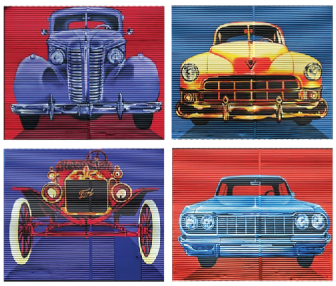
DOCENT TRAINING SCHEDULE

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 March 8th	*Willys-Overland (30) John Tennyson	Auburn-Cord-Duesenberg (40) Allan McCrary	*Auto Styling & Design 2 (30) Ron Vogel		100 minutes + 15 minute intro & 2 10 minute breaks	8:30 pm adjournment/
Session 9 Saturday 9 am March 11th	**Hot Rods/Street Rods & Customs (90) Bruce Woodward**	**Ford Model T in Racing (100) Ed Archer**			200 minutes + 5 minute intro & 1 15 min. break	12:45 PM adjournment (approx)
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 Saturday 9 am March 25	**AP Giannini, B of A, and the Lincoln KB (70) Bob Daloia**	***15 Minute Break***	**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

Session 14 April 5th	Hudson & Nash (50) John Tennyson	* Chrysler (30) John Tennyson	**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	*American Motors (35) Greg Winters		125 minutes + 5 minute intro, & 2 10 minute breaks	8:30 adjournment
Session 16 April 19	Dodge Brothers (30) Bill McGrath	*Graham (30) Milt Nichols or sub	**Docenting 105 Workshop (60) Ed Silva**	*Museum SafetyTour (20)	120 minutes + 10 minute intro & 2 10 minute breaks	8:50 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 finis
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	8:20 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



The Steve Saleen Exhibit will leave the Museum after Free Museum Weekend, March 4-5, and will be replaced by the "Woodies" Exhibit. A docent inservice will be presented on Wednesday March 15, 2023. The exhibit will open to the public on Saturday, March 18, in conjunction with a Docent Car Show in front of the museum.

2019 ANNUAL MEMBERSHIP MEETING

FRIDAY, MARCH 24, 5 -8 PM

If you are a Gearhead Member, we invite you to join us for our Annual Membership Meeting where we will update you on our successes of 2022 and give you a peek ahead at our 2023 plans. The 2022 Docent of the Year and Volunteer of the Year awards will be presented. Coffee and desserts.

72nd O'Reilly AUTO PARTS Sacramento AUTORAMA
"A Northern California Tradition"

April 28 - 30, 2023
Cal Expo Fairgrounds - Sacramento, California

VOLUNTEERS NEEDED

CAM will displaying two cars at this year's Autorama at Cal Expo. We'll need 20 volunteers to set up, staff, and remove 2 cars from our booth April 29 thru April 30. The scheduled shifts are:

Thursday 4/27 Set-Up 8AM - 4PM: Road Crew delivers cars.

Friday 4/28: 12-3PM, 2:30-5:30PM, 5-8PM

Saturday 4/29: 10AM-1PM, 12:30-3:30PM, 3-6PM, 5:30-8PM — 2 Persons per shift

Sunday 4/30: 10AM-1PM, 12:30-3:30PM, 3-6PM

Sunday 4/30: 6:30PM Road Crew return cars to CAM

1 day exhibitor passes will be provided and Cal Expo charges $10 for parking.

The plan is to drive the Model A and the Crestliner to Cal Expo on Thursday April 28 and set up the space.
Volunteers will staff the booth in 3-hour shifts per the above schedule. Ideally, the persons covering the 3-6 PM Sunday shift will be the road crew volunteers who will return the cars to CAM.

To volunteer, please contact Glenn Rondeau: grondeau4765@att.net
Or:
Add your name to the sign-up sheet at the front desk.

CAMprofiles

Personalities at California Auto Museum

GABRIEL IONICA

CAM COMMUNICATIONS COORDINATOR.

SOCIAL MEDIA MANAGER

AUTOMOTIVE WRITER

Every year, up to 50,000 people around the world are selected for the United States' visa lottery, out of around 14 million applicants. By the mid-1990s, the European Union had opened up movement within the continent. After that, the system actually started to become more diverse, though Europeans still made up a significant portion of the lottery recipients.

In 2009, the Ionica family hit the jackpot, and Gabriel and his parents found themselves in Sacramento. Gabe's father, Valeriu a former member of the Romanian Army, now works for Kaiser Permanente. His mother, Anca has established a bakery offering Romanian specialties.

Gabe joined the 5th grade of Madison Elementary school before attending Sacramento's East Side Charter School. After graduating from Center High in Antelope, he enrolled at Sacramento State where he graduated with a BA journalism major and a minor in communications.

After college Gabe began his career as a "Brand Ambassador" for ElectraMeccanica. Founded in Turin, Italy in 1959 as Intermeccanica by Frank Reisner, the company began by building performance parts and racing cars. ElectraMeccanica was formed in 2015, adding a chapter to Intermeccanica's brand story but also sparking something entirely new. It is a Canadian designer and manufacturer of environmentally efficient electric vehicles. The company's flagship vehicle is the innovative, purpose-built, single-seat EV called the SOLO.

In September 2021,Gabe joined the museum Staff. As Communications Coordinator for the museum, he handles all communications-related tasks including social media, email blasts, website content, and any other task that happens to need doing.

As Social Media Manager for *EuroSunday*, he oversees the Instagram and Facebook pages of their local "cars and coffee" style car show. Gabe's duties include creating and publishing posters indicating upcoming shows and interacting with the community.

As an automotive journalist Gabe currently writes for *LBI Limited* as well as the *duPont Registry* writing weekly automotive articles on both assigned and pitched topics. He also hosts his own website *AutoSaga*. His current ride is a 1986 Nissan 300ZX.

Docent Scrapbook

NEW ON THE FLOOR

Essex automobiles were produced by the Essex Motor Company between 1918 and 1922. The Essex Motor Company was initially a subsidiary of Hudson, but Essex became a part of the Hudson lineup in 1922, surviving until 1933 when they adopted the Terraplane badge.

While Henry Ford may have been the pioneer of cheap, mass-produced cars in the form of the iconic Model T, Essex was a significant American brand during the early 1900s. The company was the first to bring affordable enclosed, steel-framed and steel-roofed cars to market, beginning in 1922.

Essex cars were designed to be moderately priced cars which would be affordable for the average family. Proving durable, their capabilities were checked upon and confirmed by AAA and the United States Post Office. In 1919, an Essex completed a 50-hour, 3,037 mile, endurance test in Cincinnati, Ohio, at an average speed of 60.75 miles per hour. The early Essex cars also captured many hill-climb records. In a special Essex race car, Glen Shultz won the 1923 Pikes Peak Hill Climb.

Initially, Essex marketed a line of touring cars (open four-door cars with canvas tops), which was the most popular body style of cars in production at the time. While Essex added an enclosed sedan in 1920, it was the introduction of the 1922 closed coach, priced at $1,495 ($23,115 in 2020 dollars), $300 above that of the touring car. By 1925, the coach was priced below the touring car. While Henry Ford is credited with inventing the affordable car, it was Essex that made the enclosed car affordable.

In 1928, the big news was the introduction of four-wheel mechanical brakes. Essex boasted "piano hinge doors" which were exceptionally strong. An advertisement shows a man fully supported by an open door to demonstrate the strength of the hinge.

The engine is a Super Six with a combination of side and overhead valves rated at 29 horsepower driving a three-speed manual gearbox, while the brakes are all-wheel drums. The suspension may sound a little primitive with live, leaf-spring axles front and back.

It could be argued Essex was the starting point for the passenger car configuration we are familiar with today. In fact, looking at the basics of the 1929 Essex, not a lot has changed in terms of basic design when compared with any modern rear-drive sedan.

This 1929 Essex roadster is on loan from Pit Crew Member Richard Markwell