# The Dashboard

A Publication of Central Oklahoma Classic Chevy Club April / May 2014

**A message from the President…**

April

I would like to thank all the club members that volunteered and helped out at the very successful NSRA show. Some of our member's cars won at the show. Larry Myers won the Host club award with his 57 Nomad and Doug Bradsher won the Wings award with his 55. I saw some other member's cars along with mine out there supporting the NSRA. Our next meeting will be May 4th this is one week earlier in the month due to the usual 2nd Sunday is Mother's day.

May

It was refreshing to see many of our club members classic cars lined up in the lot at Earls at the May meeting. We even had one visitor that drove a classic car to the meeting. Thanks to all who take the extra effort to get the old cars out dusted off and on the road. Doug and Carolyn Bradsher put on a great dinner cruise for us the day before our meeting. We had a nice drive, good weather and a bumpy excursion down old Route 66. The highlight was a stop into see the Express Personnel Clydesdales there in Yukon. We do need to have someone volunteer to head up the next cruise. Our 2015 Eckler's show chairman Rodney Duerksen would like for each committee to meet prior to our next club meeting which will be held at the OHRA show in Guthrie on June 14th.

Robert Bogardus

**Upcoming Events:**

**ALWAYS…FIRST STOP and check out our new club web site** at WWW.55-57chevys.com

May 24 11th Annual Anything on Wheels, Norman Vets Center 10am – 3pm See more info at

https://mbasic.facebook.com/events/1444134065821783?acontext={%22ref%22%3A22}&aref=22

May 26 4th Annual Shriner Patrol Cars, Bike, Truck Show. India Shrine Center 3601 N.W. 36th OKC 9am-3pm See flyer at, http://www.route66cruisersok.org/shows14/1405india.pdf

June 7 14th Annual Car Carnival, Metro Tech Center, Springlake Dr. OKC 9am – 2pm

June 14 OHRA STATE RUN car show in Guthrie at Mineral Wells Park. 1st Guthrie Exit. Reg 8am to 12 Noon. We will hold our monthly meeting here.

Also check out the Route 66 web site for more local show info.

http://www.route66cruisersok.org/carshow.htm

Also for a complete listing on local and nationwide shows refer to the OK Hot Rod Association calendar.

**http://www.ohra.us/**

**Happy Birthday wishes go out to**:

Carolyn Bradsher, Rustyne Harris, Fred Hensley, Louise Main, David Reeds, Linda Reeds, Martha Duerksen, Teresa Linn, Sherry Osborn, Tracy Renfro, Mike Rhoades, Charles Stookey, Ruby Watt and Eddie Watts.
If your birthday was missed, or your e-mail and contact info has changed, please let Rustyne Harris or Russell Burke know and we will get her done and update the master member info file.

## April Ladies Choice Award

Tracy and Irene Bugg

## MAY Ladies Choice Award

Jimmy and Diane Johnson

A little story of my Rasdus.

Jimmy's first car was a 1957 Chevy that he affectionately referred to as Rasdus. Jimmy and Rasdus spent their days tearing up the streets of Weatherford where he went to college. When we started dating, I couldn't drive the car because of the speed shift. Jimmy chose me over the car and sold his beloved Rasdus. For our entire lives, Jimmy has talked about that car. He has always wanted to get another one, and a few years ago my brother, Terry Simpson, suggested they build one. After two years of work, Terry took an old rusted-out body to a modern-day beauty. Finally, after 50 years of marriage, Jimmy, Diane, and Rasdus can ride again!

Some interesting reading from Wikipedia, the free encyclopedia

## A Little History-- How Car Radios were invented

CAR TUNES

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

SUNDOWN

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a battery eliminator, a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal; he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio

at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioneers could hear it. That idea worked – he got enough orders to put the radio into production.

## WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix for their names. "Radiola, Columbiola, and Victrola " were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about $110 uninstalled, at a time when you could buy a brand-new car for $650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about $3,000 today.)

In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

## HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich Tire Company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to $55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to Motorola in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handie-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under $200. In 1956 the company introduced the world ' s first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturer in the world. And it all started with the car radio.

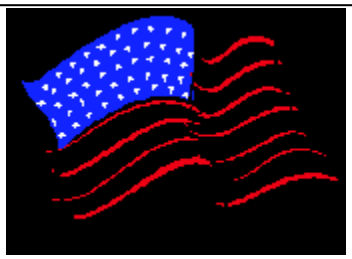
## WHATEVER HAPPENED TO…?

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing

inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

**NEXT CLUB MEETING Saturday June 14th.**
OHRA STATE RUN car show in Guthrie at Mineral Wells Park. 1st Guthrie Exit.
Reg 8am to 12 Noon.



**I pledge allegiance to the flag of the United States of America, and to the republic for which it stands, one nation, under God, indivisible with liberty and justice for all.**

Central OK Classic Chevy Club
P.O. Box 676
Wheatland, OK 73097