



Yesterday's Chevrolet San Fernando Valley Region

EDITOR: Steve Rosenberg March 2019 www.sfvregionvcca.com

All Cal is only 2 ½ months away I have attached the All Cal application. Or you can sign up on line @ www.vcca.org

If you intend to attend, please reply back. The trip to & from will be passport miles. In the G&D explains how to get a Chevy passport (it's free). They also have two tours that will get passport miles. We probably will have a caravan to Bakersfield. If no one is towing it will be a 70 MPH drive

For those of you who have not attended an All Cal they are FUN & low key. It's also not much more than a 100 miles for most of you. You DO NOT have to attend with an old Chevy.

The March meeting is to once again have breakfast at Pete's Place, Saturday 3/2 OLYMPIC DINNER 12192 San Fernando Rd, Sylmar after tour the Nethercutt Museum, in Sylmar. Breakfast @ 8:30 then those that wish, we drive about 1½ miles to the car collection. The museum is free and there's plenty of off street parking. There is no meeting @ the park in March. OK to invite friends. If you can, drive an old car to this event.

From the director

Here you go.
Hey folks,

Gotta say last months meeting might have set a record for attendance. It must have been the cookies and coffee. Hopefully we can keep it going for this month's breakfast gathering. The museum is going to be a great stop also.

I look forward to the months ahead and the many fun things that we can do as the weather returns to its normal self.
Drive safe and keep the rubber side down.

January 31, 1942 - Car Production stops.

No longer were civilian vehicles made as of this date by companies such as Chevrolet . From this time on until the end of the war only military vehicles were produced.

HISTORY OF THE CAR RADIO..

Contributed by Sherwin Silver

Seems like cars have always had radios. But they didn't. Here's the story:

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 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 easy. Automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generates noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

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 conventioners 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 "ola" 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. 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 Motorola's 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, with 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 pre-set to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio-- The Handy-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 for under \$200.

In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise first steps on the Moon with Neil Armstrong.

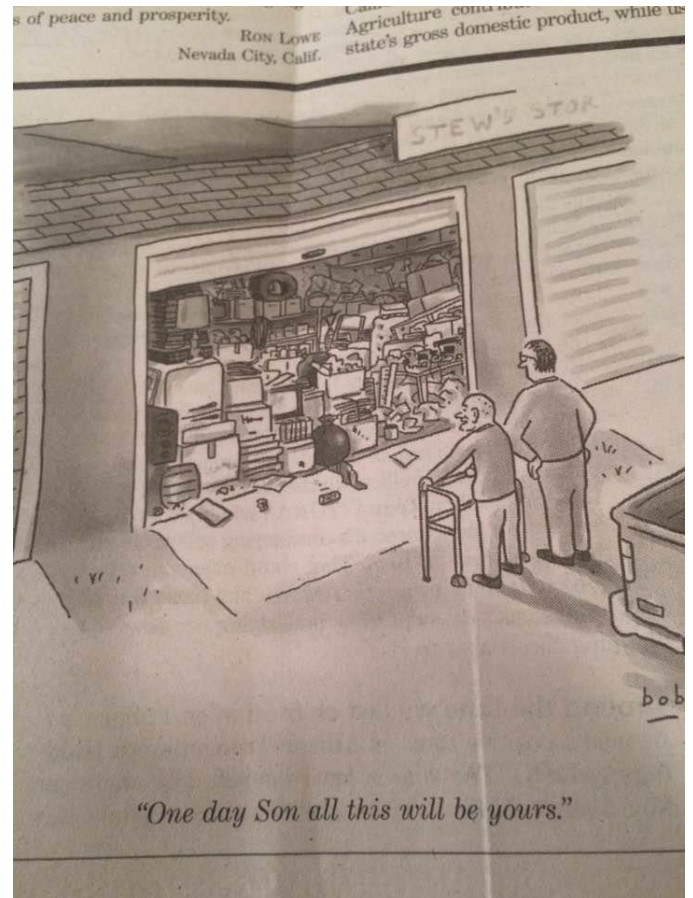
In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio!

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!



Hmmmmmmmmmm I resemble that remark 😊

Minutes for February 7, 2019
San Fernando Valley Region

The meeting was called to order by Director, Paul Bromley, at the Balboa Recreational Center, 7:38 pm

24 members present, Rene Gomez, brought his friend, Oscar Santillan, who has a 1968 PU and plans to join the VCCA. He handed in his region application as did new member Kevin Enns with a modified 1940 PU

Coffee was provided by Bob Everest and Sesame Seed cookies by Michael Della Galla,

from a homemade, that was his grandfather's 126- year old, recipe. MANY THANKS.....
MINUTES: A motion was made by Gloria Palazzo, seconded by Larry Pearson and carried, that the minutes be approved as published.

TREASURER: A motion was by John Potter seconded by Hill Lewinson and carried, that the treasurer report of be approved.
Communications: All were printed in the Newsletter or emailed as received.

CAR SHOW: Steve Rosenberg, reported, a change, the Car Show will be on Sunday, November 10, the second Sunday of November.

TOURS and ACTIVITY: 2019 All Cal May 16-19, 2019 in Bakersfield, CA, seven members will be attending.

Don Stout, announced that March meeting will take place March 2, 2019, at 8:30 am, at Pete's Place, (OLYMPIC DINNER) breakfast, then tour the Nethercutt Museum, in Sylmar, CA
NEW BUSINESS: : Scotty Cramolini, brought up the issue of having the meeting start at 7:00 pm rather than 7:30 pm. A show of hands indicated that the members present wanted to keep the 7:30 time. No motion was made.

OLD BUSINESS
None

NEW BUSINESS
The floor brought up changing the meeting start to 7:00 pm rather than 7:30 pm. A show of hands indicated that the members present wanted to keep the 7:30 time. No motion was made.

BADGE MONEY: \$1.00 collected

What have you done to your car was opened for discussion.

DRAWING WINNERS:
Duane Diez, 3M Tape
Paul Bromley, Screw Driver set

Hill Lewinson, Sta Bil
A motion was made, A motion was made by Larry Pearson, seconded by Dave High and carried that the meeting adjourn at 8:45 pm, Carried

Respectfully Submitted
Gloria Palazzo, Secretary

March Birthdays

Sasha Palazzo 3rd
Gail Sommer 6th
Gerard Mollayan 7th
Kevin Enns 10th
Al Osterloh 15th
Terri Bagnuoo 24th
Alejandro Platon 31st

Anniversaries

Joyce & Chuck Noble 3rd
Sasha & Anthony Palazzo 15th

Have a GREAT day



New member Kevin Enns' 1940 PU



Chuck Nobel's '54 has a NEW home. Just completed at his home in Kentucky

Next Meeting @ park

Thursday April 4th 2019

Balboa Park

*17015 Burbank Blvd., Encino, CA 91316
7:30 – 9:00 PM*