



LATE GREAT CHEVY'S - NATIONAL IMPALA ASSOCIATION



HEADLINER



Newsletter of the Late Great Chevys of Dallas & National Impala Association of North Texas

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NEXT MEETING: Sunday, March 17th

FUN TIMES ARE COMING YOUR WAY!

On February 24, 2019 your Executive Committee worked out a proposed itinerary for this year. It looks as if 2019 will be a very good year! We have some new members, and a lot of activities planned to drive our cars. So everyone should come to our First Quarter business meeting to share anything you would like to see the club do during the year. **The meeting will be held at Cristina's Carrollton on Sunday, March 17 at 2:30.** Come early to dine and visit with friends.

Our club did very well at Autorama, with all seven entrants winning awards. That shows we take our cars seriously while having fun! Look for details at our meeting.

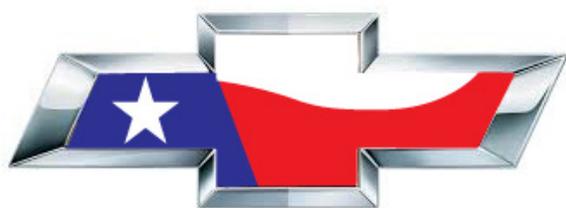
Well, as many prior notes from the President have talked about winter and spring, I'll just cut to the chase. Clean those cars and change that oil, for its now time to enjoy driving our cars!

**Thank you,
Flamin' Raymond**
Member #101



INSIDE THIS ISSUE

- Club Meetings and Possible Events
- History of the Car Radio
- Plano Police Toy Drive at Main Event Show pics
- 2018 Christmas Party pics
- Joke
- Stars Win!



EVENTS

QUARTERLY CLUB BUSINESS MEETINGS

- 1st Quarter** March 17th, Sunday, 2:30 at Christina's on Hebron in Carrollton. BRING YOUR CAR!
Email back if you want a parking spot reserved.
- 2nd Quarter** June 9th, Sunday, 1:00 pm, picnic at Kirby Smith's shop in Rowlett. BRING YOUR CAR!
- 3rd Quarter** September Anniversary Party, date and time tba, Hula Hut back by popular demand. BRING YOUR CAR!
- 4th Quarter** December Christmas Party, date, time, and location tba. Bring a Chinese swap gift!



MONTHLY CLUB SOCIAL MEETINGS

First Sunday of each month when there is NO Club Business Meeting scheduled. Christina's on Hebron in Carrollton, 2:00 for food, drinks and socializing. Trivia and 50/50 drawing.

To reserve a safe parking spot, let us know if you're bringing your car.



POSSIBLE EVENTS

- March 8 – 10** Goodguys Spring Lone Star Nationals Car Show, Texas Motor Speedway
- April 6** Heights Baptist Church Car Show
- April 20** Elevate Life Easter Classic Car Show
- Aug. 13 – 17** National Impala Assoc Convention in Illinois

PLANO POLICE TOY DRIVE AT MAIN EVENT ON DEC 1, 2018

The weather was awesome and we had a good turnout, with plenty of toys donated to the Plano Police toy drive. We had 9 cars entered and a few wins! But not that Buick! Who let that sneak in? Our club won \$100 for having the best turnout, which was promptly consumed by those in attendance. You snooze, you loose.





Christmas Party



Another great party with plenty of food, gifts, and libations! A total of 27 turned out to swap gifts, socialize and party.





HISTORY OF THE CAR RADIO

Submitted by Dianne Tidwell



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.)

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