

Newsletter



PRESIDENT'S MESSAGE March 2012



Good Morning and Good Day to All. What a wonderful Winter—so far! Cold & windy today, but then again, it's almost March.

March should be a great month for a whole lot of reasons. Closer to winters end, our first car show, and completion of the 1956 Chevy that the kids have been working on. It is almost done and will be on display in the Wild About Wheels Car Show in Minot on the 17 & 18 of March. You'll see it. Scott & Aaron Gochanour worked on it prior to the flood and Bryce and Larry Haug have hung in there and continued up till the end with the assembly process. Then it goes to Fargo for the Toppers Show at the end of March and then up to Regina, SASK on the 15th of April. It will be fun!!!

The Wild About Wheels show that I mentioned above will be at the state fairgrounds with the 'move-in' on the 16th of March. We would like some of you to volunteer an hour or two to help sell the clothing and sit to promote the club. See Tom Carson who is in charge of the event and will have a sign-up sheet ready for you to sign. This is always a good show and kicks off the season for a lot of us.

This summer---the Wednesday night cruises will be different. We hope to get to some places that we either have never been to or it has been a while since we have been. Dave Smith and Dave Alberts are working on a schedule that I am sure you will enjoy. We have moved all departing times from Hardees

South to 6 PM from 6:30 to give us better light and better traveling. You can usually 'catch up' with us if you cannot make the 6 o'clock depart. Just call the 'HOTLINE' and find out where we are at. (852-KARS -5277).

I am really enjoying retirement from my job at the base. Most everybody asks how I like retirement....well; I don't think I ever ran across anybody that did not like retirement. You, who are not retired, really have something to look forward to, and those of you that are retired---well, you know!!!

Anyway, I look forward to a great 2012. Lots of car activities, the auctions, the car shows, Motor Magic, Devils Run, Season Finale and more. Hope to see you there! Bring a friend, a neighbor or even better---
"TAKE A KID TO A CAR SHOW"!!

GEORGE

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Barney

The Dakota Cruisers would like to assemble a membership information book of the members for members only. This will not be posted on the internet and is strictly on a volunteer basis. Since so many people have gone with cell phones, it is hard to contact other members since they are not located in the phone book. Steve Smith, so graciously volunteer to take this on and accumulate the information. If you would like to have your name and information in the book. Please give Steve a call at 852-1955/833-3434 or email him your information at scsmith@srt.com. He would like your name, preferably cell phone number or landline, address, and email or whatever you would to have posted.

The History of the Car Radio

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! It all started with a woman's suggestion!

Seems like cars have always had radios, but they didn't. Here's the true 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 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 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.

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 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.

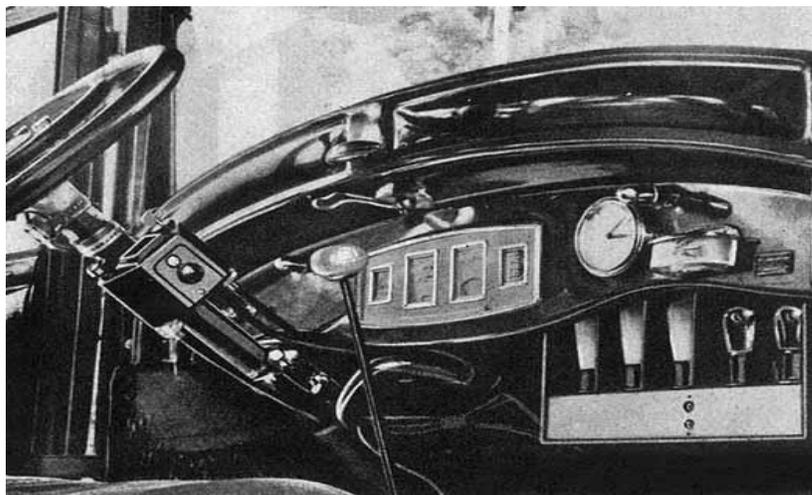
By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947) In the meantime, Galvin continued to develop new uses for car radios. In 1936, 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 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.)



Sun	Mon	Tue	Wed	Thu	Fri	Sat
Life is too short to drink cheap beer.		Life is too short to let the little things get you down.		1	2 Noon Luncheon-call the hotline for details	3
4	5	6	7 Meeting at the Vegas 7:30 pm	8 Boise Roadster Show Boise, ID	9 Noon Luncheon-call the hotline for details Boise Roadster Show Boise, ID	10 Boise Roadster Show Boise, ID
11	12	13	14 Cruise to Hardee's 6:30	15	16 Move in for Wild About Wheels-fairgrounds-Noon luncheon at the fairgrounds. \$5 donation	17 Wild About Wheels 
18 Wild About Wheels	19	20	21 Cruise to Hardee's 6:30	22	23 Noon Luncheon-call the hotline for details	24
25	26	27	28 Cruise to Hardee's 6:30	29	30 Noon Luncheon-call the hotline for details	31 54 th Rod and Custom show West Fargo



Do not forget to show hospitality to strangers for in doing so; some have entertained angels without knowing it.

***Congratulations to the Car of the year honoree's.
Warren and Liz Hoppman '40 Buick Convertible
Marlin and Marilyn Schiele '56 Ford Fairlane Victoria
Steve Weiskopf '73 Lincoln Mark IV***

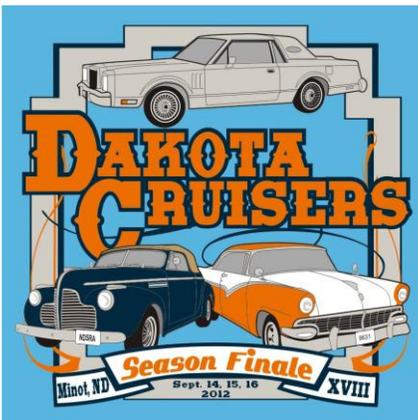
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Next General Meetings at the Vegas:
April 4/May 2, 2012