



North Jersey Street Rod Association

February 2014
Volume 47 No. 2

NEWSLETTER

PRESIDENT'S MESSAGE:

There is no President's message this month. President Grimal has been replaced by Tom Harvey, our Vice President and Bill Bosland has been elected to the office of Vice President.

MONTHLY MEETING:

The January 2014 meeting was called to order by President Grimal at 7:30 PM on Tuesday January 28, 2014, at the Wharton Fire House. This was a rather eventful meeting. President Grimal decided to retire his Presidency becoming our latest Past President. We all thank Bob for his efforts over the years and ask him to stay active within the club. His guidance will not soon be forgotten. Vice President Harvey then assumed the Presidents chair and continued to run the meeting. With the change in officers, we were without a Vice President. At this point, President Harvey called for an election to fill the Vice President's Chair. Hank Dahl and Bill Bosland were nominated. The ballots were cast and Bill Bosland elected to the office of Vice President. Congratulations to President Harvey and Vice President Bosland.

Roll Call: Secretary O'Malley took roll showing fifteen (15) members present, eight (8) absent and one (1) excused.

Treasurer's Report from Jay: The treasurer's report was read by Jay Miller showing that the dinner at Portofino's is paid for and that the rental fee for our storage cell in Wharton is up to date. The report was approved by the members.

Good and Welfare: Charlie Parinello is getting better at home a phone call or visit will cheer him up.

Meeting Discussions: The following topics were discussed and voted on.

1. The membership has agreed to temporarily suspend the Steering Committee meetings. The committee will meet an "as needed" basis. Future meetings will be announced and all will be invited to attend.
2. The Rod Run will again be held at Horseshoe Lake this Father's Day. As membership has declined, we will pare back the amenities but keep the essentials. Help will surely be needed. Now is the time that the club needs you.
3. Charlie Parinello sent a letter to the club expressing his dismay with attitudes and participation. It was read and ordered filed.

50/50: The fifty fifty was \$16.00 won by Joe Staples.

Saturday Breakfast:

Breakfast was Saturday February 1, 2014. Potbelly's in Rockaway, followed by libations at the Mill Lane Tavern. Tom Harvey, Dan and Sue Burrows Joe Guerin, Rob Kinney, Bob and Sue O'Malley, Jay Miller and Sharon Griffin, Bill and Linda Bosland, Joe Staples and Linda Bosland attended. It was a good outing with laughter and kibitzing more than has been lately. I do believe the worst is behind us.

THE NEW YEAR *Frank Carey*

It's that time of year again. We have a new slate of officers and committee members and winter is upon us. So it's time to think about and plan for the coming season.

First, we need to thank those members who have assumed office. And we need to support them all in any way we can. Somebody once observed that it takes a village to raise a child. There's a corollary in there somewhere that tells us that it takes more than the guys at the head table to make a successful club. The first step is to change thinking and perceptions. That means we all need to stop thinking in terms of "the club" (the club needs to ...) and start thinking of us all together (we need to ...). You are part of this.

Some of our most successful years are remembered as a time when we had a variety of activities throughout the year. We've had foliage tours, winery tours, shows, swap meets, tours to Sunday brunch, shop tours, covered bridge tours, garage runs to member's garages, group travelling to cruise nights (some out of state), group travel to regional events (e.g. Burlington, York, Syracuse), dinners, picnics, tech nights at meetings, and more. And we once had a nostalgia day when members brought in all kinds of stuff from the early years - pictures, movies, odd ball parts, etc. - and we reminisced about those times. I seriously doubt there was any year when we did all of these things but surely some of you remember many of these. I seriously believe that the vast majority of these events were not organized by the head table. Sometimes a couple of guys would work together to create an event. So if you are looking for a successful year of club activities start looking at one another. Or better, start looking in the mirror. Here's a way to get started. Talk to one of your buddies about doing a club event. Bring a very preliminary idea to a meeting and tell the guys, for example, "*How many of you would be interested in cruising to a Sunday brunch in New Hope, PA, and then poke around in the New Hope shops for a few hours?*" If you get a reasonable response you're on your way. Chose a date, a departure point, plan the route, time the trip, find parking in New Hope village, talk to the restaurant, etc. At the next meeting you should be able to get a firm count. Whether you get 6 couples or 20 couples you'll all have a good time. I use the brunch as an example because we actually did this some years ago and it was well attended. I suppose it might be time to do it again. OK everybody. The ball's in your court!

(step off soapbox now)

OUR NEWSLETTER *Frank Carey*

I suspect the history of the club's newsletter is not as interesting as the history of the club itself but the newsletter has gone through changes over the years as have many things in our lives. Up until about a dozen years ago I was the editor and Bryce DeLoach was the publisher. In other words, I wrote it and he made copies and sent it out to the mailing list which he maintained. When I moved to Florida twelve years ago Bryce took over the whole job. Everything. My contributions since then have been primarily articles and stories I find which I think might be of interest to the membership as well as accounts of events I attend along with former club members now living in the south. I forward this stuff to Bryce.

As we start a new year with fewer members than we have had in a long time, we need to revisit preparation and production of the newsletter. First we need to decide if there is value in the newsletter and whether we should do whatever it takes to keep the newsletter going. If we do, here's where we stand.

Bryce did not renew this year. He can no longer drive at night and hasn't been to a meeting in years. Nor has he been to a Boy's Night Out, Christmas party, or other events we hold in the evening. So basically, he has been paying \$100 per year for the privilege of doing the club newsletter. Some of you have probably never met him. Frankly, I'm surprised he has stayed on as long as he has. But for years he was active and even served as vice-president at one time.

So here's what we need:

1. We need an editor. This is not writing the newsletter but rather collecting the various contributions and assembling them into the newsletter. This has historically been done using

Microsoft WORD. If you know WORD or are willing to learn it you are a candidate for the editors job. You don't need a journalism degree or a computer degree.

2. We need somebody to maintain a list of upcoming events. At its peak this information was in two parts; upcoming car shows, rod runs, parades, etc. and weekly and monthly cruise nights. Much of this info comes from flyers. So if you both cruise and attend events where flyers are dropped into cars, then you are a candidate for this job.
3. We need monthly summaries of meeting minutes. Summaries are better than the whole detailed meeting minutes. The secretary might seem to be a logical choice for this but once the minutes have been recorded, any one of you could get a copy and write a summary for the newsletter.
4. We need the members to tell us what they are doing. We don't see much of this but you may remember that Steve Mathews, Jack Beckett, and Dan Burrows have contributed stories in the last year or two. Since I'm still in the loop, I will accept anything - email, snailmail, or phone calls. You tell me what you have and I'll write it. If you want to write it that's fine. If you want to sent me something you write I'll basically edit it for clarity, typos, grammar, etc. Or you can send it directly to your new editor. All of you can do this.
5. It would be nice to have a president's message. We've had presidents who would never write a president's message and we've had presidents who wrote a message every month of their term of office. Most presidents were somewhere in between. So I guess this is an appeal to your new president to contribute something each month - or at least often.

Which of these would you be willing to do? Bryce will work with a new editor to facilitate a smooth transition. I'll help as best I can from far away - help with WORD, any issues that might come up, etc.

Now... for the women who I know are secretly reading this newsletter; All of you are candidates for the above jobs. I know at least one other club where the newsletter is produced by one of the wives. And remember, the editor doesn't have to write anything. Just gather it all together, decide what to put on page one, etc. Maybe you and your partner could do it together. The last time I talked to Bryce there was only one paper copy of the newsletter going out. All of the rest of you get it via email.

So at the February meeting, one of you needs to make sure the newsletter is on the agenda.

Endorsement: *I'm Bryce DeLoach and I approve this message*

INTERNET STUFF : Bryce

Some interesting items that I've gleaned from e-mails during the past few weeks –

Nissan 1.5 liter, 3 cylinder engine produce 400 HP

At 88 pounds Nissan's DIG-T-R boasts a power-to-weight ratio better than the engine of a Formula 1 Racer. It was developed to be the gasoline-fueled half of a hybrid power plant for Nissan's Zero Emission On Demand Racing Car (ZEOD RC). To increase efficiency, Nissan worked with French lubricants manufacturer TOTAL to come up with fuels and lubricants that would minimize internal friction.



Traffic Violator : Forwarded by Dan Burrows

"Habitual traffic violator gets a sticker on the window of his hot rod. This sign brands cars of Los Angeles drivers who break auto safety laws. Officer Samson decorates the windshield of Richard W., one of 98 who preferred the sticker to jail on July 23, 1947."



History of the car radio

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 generate 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 preset 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 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.)

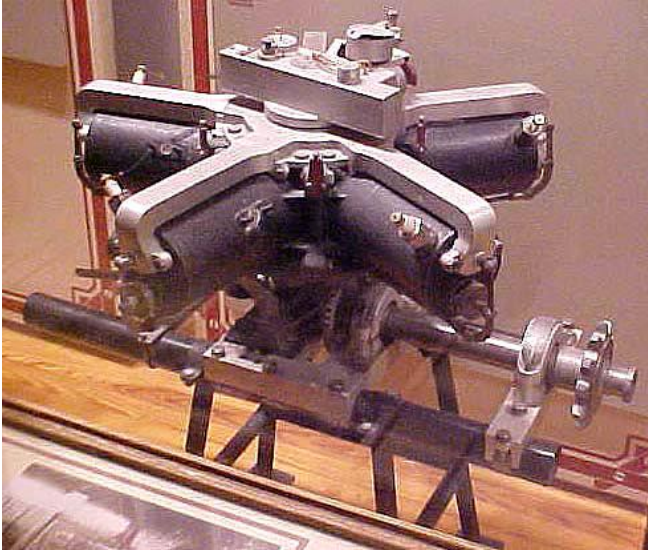
Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

1906 Rotary Engine Powered Car : *Forwarded by dan Burrows*

The first successful rotary engine is generally attributed to F.O. Farwell in 1896, and was built by the Adams Company of Dubuque, Iowa. A three cylinder version likely powered the first rubber-tired automobile in 1899.

Because of its light weight, this five cylinder engine was selected by Emile Berliner, an inventor possibly better known in the acoustics field, to drive a helicopter's vertical shaft in a 1908 "test rig." It was reported by the New York Times on July 1, 1909 that a helicopter jointly designed by Berliner and J. Newton Williams, using two of these engines, successfully lifted a few feet off the ground in the last week of June 1909 with Williams aboard.

During this same period, Berliner formed the Gyro Motor Company to pursue development of the rotary engine in aviation, but the French Gnome engine was much more successful in bringing the rotary to a broad aviation market.



An Adams-Farwell 5 – cylinder rotary engine on display in the National Air & Space Museum in Washington, DC.

A 1906 Adams-Farwell car powered by the 5 cylinder rotary engine. For a video of the engine running right click & open hyperlink below.

[Adams-Farwell - YouTube](#)



And since it's #@%&?!!! snowing AGAIN as I'm putting this together:

If it keeps up we may need something like this-

[Click here: Spectacular footage Train plowing through deep snow Arthurs Pass - Safeshare.TV](#)

For Sale: Paul Erb is still trying to sell a set of Pirelli tires.

Events:2014

Due to a lack of participation, the club will **NOT** be purchasing pre-paid tickets for the Atlantic City Car Show and Auction.

- We are looking for those interested in attending York and Macungie's car shows. More info to follow

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