



March 2017

Volume 35 Number 3

## President's Letter

Well, after writing this column, I'm going out to my garage and do some mechanical work on my Aston Martin. Some would say that I, an amateur (though somewhat skilled), shouldn't touch such a car. Like the time, years ago, when I painted my Ferrari. That really shocked my friends. The existing paint was beautiful, but it was blue and I wanted a *red* Ferrari. I'm happy (and proud) to say that the Ferrari came out very nice.

Actually, I'm not going to get that involved in my job on the Aston Martin. When driving out of my driveway the other day a scratching sound, like a heavy wire dragging on the street, came from the back end of the car. Careful inspection found no wire or other culprit, so I'm going to pull the wheel to see what I can find. Hopefully, I'll find the noise maker because my worst scenario is a bad wheel bearing. If that should be the case I will have to have the dealer fix it. Dealer repairs seem to be important in the provenance of Aston Martins. I may want to sell it some day and a potential buyer might not want a car that was repaired by an old amateur whose only experience was pushing a pencil in an insurance office.

I'm happy to say our club is off to a good start this year. Our next event will be the St. Patricks Day Parade. After the parade we will be going out to a luncheon. All members, not just those in the parade, are invited to the luncheon. Check with our Tour Chairpersons, Barbara Barrett and Loren Hedrick, for details. Barbara and Loren also have some other great events planned for the balance of the year. Stay tuned.



David Lombardi  
President



# Some Stuff:



<b>Roger Battiston</b>	<b>13</b>
<b>Sharon Blankenship</b>	<b>23</b>
<b>David Grant</b>	<b>29</b>
<b>Jerry Fellows</b>	<b>21</b>
<b>Joyce Fobair</b>	<b>19</b>
<b>Ellie Haga</b>	<b>10</b>
<b>Jonathan Howe</b>	<b>10</b>
<b>Jo Ann Otts</b>	<b>2</b>
<b>Norm Uhlir</b>	<b>31</b>
<b>Jim Warren</b>	<b>21</b>
<b>Jan Zavagila</b>	<b>18</b>

## Congratulations On Your Anniversary!

Larry & Vicki Currie	29
Bob Easton & Jaqueline Vaughn	20

## Welcome new members

**Ross and Peggy Mills**  
**Larry and Jan Zavaglia**



## Club Calendar

**CLUB MEETING March 14**

**St. Patrick's Parade & Luncheon - March 11**

**Phoenix Zoo - April 27 (see zoo page)**



## Meeting Refreshments

**Note:** Those providing refreshments will be reimbursed \$10. Ground coffee is in the kitchen.

**March - Refreshments: Pat Wiegand & Cyndy Mortensen**  
**Coffee: Lyle Branch**

**We need volunteers for the rest of 2017.**  
**Please sign up at the next meeting.**

## \$\$\$\$ CLUB DUES \$\$\$\$

**Club dues for 2017 were due and should have been paid before February 28, 2017, to ensure that your name is included in the club roster. On the last page you will find a copy of the Membership Application. You can also find the form on the club site at**

**[www.sedonacarclub.com/site-images/2012-SCC-Membership.pdf](http://www.sedonacarclub.com/site-images/2012-SCC-Membership.pdf)**

**Questions? Call Sam Pietrofitta, Treasurer, at 928-282-3801.**

# NEXT MEETING

March 14

Guest Speakers:

**Bill & Deb Johnson**

**How to Care for Your Car**

## Regional Car Events

3/10-12 - Goodguys 8th Spring Nationals, Scottsdale

3/11 - 7th Annual Clarkdale Car Show

3/17-19 - Silver Auctions at Ft. McDowell

4/2 - "Roadrunner" send off for the 2017 Copperstate 1000 road rally

4/19 - Sedona Elks Cruise-In

4/29 - 6th Annual Cruise-In For The Veterans Car Show, Prescott

(For a complete list of SCC 2016 events, visit our website at [sedonacarclub.com](http://sedonacarclub.com))

## Discount

If your car is being serviced at Red Rock Precision Motors, be sure to ask for the car club 10% discount.

## From the Editor's Desk

Don't forget to email me interesting things for the newsletter.

### Club Meetings

The General Meetings of the Sedona Car Club are held at 7:00 p.m. on the second Tuesday of each month at the Sedona Library except in June when our meeting is the Annual Picnic and in December when it is the Annual Christmas Party. We do not meet in July. Please attend and bring a car-loving friend.

### Board Meetings

The Board meets on the first Tuesday of each month at 8:30 a.m. at the Cousins' clubroom. All members are invited to attend.

### Tire Tracks

*Tire Tracks* is published eleven times a year by the Sedona Car Club and contains information on events and activities of interest to members. It is compiled and edited by Arny Messersmith and posted on the website by Steve Blank before the monthly meeting. All submissions are due by the 1st of each month.

Email them to: [jan@messersmith.name](mailto:jan@messersmith.name).

## 2017 EXECUTIVE BOARD

President  
1st Vice President  
2nd Vice President  
Treasurer/Membership  
Program Chairman  
Secretary  
Historian & Website  
Tours & Events  
Highway Cleanup  
Newsletter Editor  
Ex-Officio Member

David Lombardi  
Ed Pittman  
Steve Van Derveer  
Sam Pietrofitta  
Mike Clark  
Cyndy Mortensen  
Steve Blank  
Loren Hedrick & Barbara Barrett  
Phil Wadsack  
Arny Messersmith  
Larry Currie



**Sedona Car Club**  
PO Box 748  
Sedona, AZ 86339

For club information by phone, call David Lombardi at 928-203-9007

By email send a message to Steve Blank at [info@sedonacarclub.com](mailto:info@sedonacarclub.com)

VISIT US AT: [SedonaCarClub.com](http://SedonaCarClub.com)



[facebook.com/sedona.carclub](https://facebook.com/sedona.carclub)

# Sedona Car Club April Excursion to Phoenix Zoo

The Sedona Car Club Road Trip for April will be to visit the Phoenix Zoo on Thursday, April 27th.

The Phoenix Zoo has been open for more than a half a century and has amazed guests from Phoenix and around the globe. A day at the Zoo offers adventures like no other place in the Phoenix area. We will see awe-inspiring Asian elephants, the great Sumatran tiger, and giraffes roaming the Savanna.

The Phoenix Zoo is one of the nation's largest non-profit zoos. In addition to all kinds of animals, it has a variety of displays, cafes, shops, lush gardens and more. We are bound to have an exciting, fun-filled day.

Tickets \$19.95. You must show I.D. for the Senior Discount.

We will meet at the Outlet Mall in VOC parking lot on Thursday morning, 4/27/17 at 8:00 a.m. We will leave shortly thereafter and drive as a group. We will stop and have breakfast together at Rock Springs Café (famous for its breakfasts and pies) on the way down to Phoenix.

Driving directions will be distributed when we meet at the mall.

## SIGN UP LIST

We will have a sign-up sheet at our next Sedona Car Club Meeting 3/14/17. If you miss that meeting please email [barbarabarrett57@gmail.com](mailto:barbarabarrett57@gmail.com), or call her cell 928-202-0277 to sign up.

Some have expressed a desire to car pool – Anyone have room for more?

## HISTORY OF THE CAR RADIO

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 look-out 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.

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.

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, 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 "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.

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 led 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!

And It all started with a woman's suggestion!

**Thanks, David Lombardi**

