

NUTMEG NOTES
The Nutmeg Chapter of the Studebaker Drivers Club
February 2017

Nutmeg Chapter Officers

President Chip Dayton 217 S Rolling Acres Cheshire, CT 06410
203-631-6919 cjdaytonjr@cox.net

Vice President Pete Dimitri 38 Lee Ave Wallingford Ct 06492
203-294-0631 pdim1964@aol.com

Treasurer Janet McCall Po Box 131 Andover CT 06232
860-742-9764

Secretary Dick Lapalme Po Box 311 Willimantic Ct 06226
860-423-9459 r.a.lapalme@gmail.com

Historian Bob Mcgee 140 Hart St Kensington CT 06037
860-828-5280

Tour-master Fred Bardwell 68 Congamond Rd Southwick Ma 01077
413-569-6276 flbardwell@yahoo.com

Dues Membership John Bajumpaa 13 Mullen Rd East Windsor CT 06088
Website Newsletter 860-623-3906 johnbajumpaa@att.net

THE HISTORY OF THE NUTMEG CHAPTER SDC

The Nutmeg Chapter was formed in 1975, but it met with little success. Ten years later, it was reactivated due to the work of Pete Dimitri, Bill Cathcart, Dan Foley, and other members of the SDC. A meeting was held in Wallingford CT at the home of Pete and Judi Dimitri. There were only three Studebakers and twelve enthusiasts. Bob Bourke, John Felleter, Ray Kranyik, and Loren Marvin were some of the early members. Sadly, all have now passed.

Our current roster has about 65 members, but we would certainly like to see that number increase. Would you like to join us? The dues are only \$10 per year.

Our newsletter is called the Nutmeg Notes, but was originally known as the Hawkeye News. Thanks to the efforts of Bob Stachon, we are now on the web! Our website is :

<http://www.nutmeg-sdc.com/>

/We put in club news, tech tips, free ads for members, and anything else we can think of. Anyone is welcome to submit an article, whether from our club or another.

UPCOMING EVENTS

Can also be seen at <http://www.nutmeg-sdc.com/>

February Planning Meeting

February 11 2017 1 pm

We will be holding our annual planning meeting at Salerno's Apizza Restaurant 1398 Barnum Ave, Stratford, CT 06614 Join us to plan next years events and have a great meal.

Studebaker international Meet

May 3 - 6

South Bend Indiana

Spring Tour

May 21 2017

Location and time to be announced

Ctccc New England Air Museum Show

June 4 2017

New England Air Museum 36 Perimeter Rd Windsor Locks CT 06096

Summer Picnic

August 13 2017

More Info to Follow

Lunch on Squam Lake

July 30 2017

Bob and Alice Valpey extend a wonderful invitation to members of the three SDC New England chapters to spend a day at their lovely home in New Hampshire on July 30, starting at 11:00am through lunch and until we're all> exhausted and ready to pack it in and head home, or to the nearest hotel. They will provide lunch for all of us in a beautiful location on Squam Lake accompanied by activities for children and adults alike, including swimming, kayaking or other water activities, tours of Bob and Alice's car collection, and catching up with your Studebaker friends from Nutmeg, Tri-Spokes, and Ocean Bay Chapters. There may be boat tours on the lake to see the sights from the movie "On Golden Pond". Mark your calendar for July 30 and plan> accordingly.

Bob and Alice ask several things of us in return, so please review the list below carefully:

1. RSVP as soon as you know you can attend. Bob and Alice need to know how much food to prepare for lunch. Because they are the hosts, and you don't have to bring anything but yourselves.

2. RSVP as soon as you know you can attend, because Bob needs to plan parking spaces for cars and trailers. Respond by email at palv09@gmail.com <mailto:palv09@gmail.com> or call 603-387-9599. At that time you can get further details, like directions to 590 Dane Road, Center Harbor, NH, and where Bob really wants you to park your Studebaker upon arrival.
Because Bob really wants you to bring your Studebaker.

3. Bring stuff that will make your day even better - bathing suits and towels for your family members for those water activities, jackets in case it's a cooler day or even just cooler on your boat ride, your Studebaker if at all possible, even if it's on a trailer.

See #2.

Fall Tour

October 15 2017

More Info to Follow

Nutmeg Christmas Party

December 3 2017 2 pm

John and Janet McCalls 38 Lake Rd Andover Ct. From route 6 near Andover center go south on Rt 316 fourth left is Lake Rd. John and Janet's house is on left. Hospitality begins at 2:00pm with a pot luck dinner at 5:00 pm and a short meeting in between. Bring a grab bag gift for our festivities and enjoy a good day of fun and camaraderie.

Presidential Ponderings

Hello everyone, I hope you are all having a good winter, getting ready for the spring and getting the Studebakers back on the road. That is, except for Dick LaPalme, who drives his Lark year round! I'm anxious to get my "new" '50 Commander up and running. Ted Jensen is rebuilding the engine for me, as well as going through the rest of the mechanicals. The brakes and suspension will be up to me, but there really isn't anything else that needs much attention. It should be a fun car to drive!

My apologies, but I completely forgot to talk about the upcoming elections at the Christmas party! As you all know, we elect a new slate of officers every two years, and this is the year. I have always encouraged anyone that wishes to be a club officer to step forward, but it is rare that anyone volunteers to do so. Please! If you are interested, don't be shy! None of the present officers has said anything about stepping down, but that doesn't mean you can't step up!

I'm looking forward to seeing you all at Salernos this Saturday, be there!

Chip

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.

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.)

Dues are due

You can pay at any event or send your dues of \$10 to:

John Bajumpaa

13 Mullen Rd

East Windsor CT. 06088

NUTMEG CHAPTER MEMBERSHIP APPLICATION

Chapter membership is \$10/year which includes the newsletter. Please send your dues to:

John Bajumpaa
13 Mullen Rd
East Windsor, CT 06088
johnbajumpaa@att.net

Make sure you fill out the form completely. To respect your privacy, you can opt to not have personal information on the public membership list. Just check the line you do not want to be made public. Please include your email address it is a faster way to communicate and can save the club time and money.

PLEASE PRINT

Name _____

Spouse Name _____

Address _____ City _____ State _____

Home Phone _____ Cell _____ Fax _____

Email address _____

SDC Membership# _____ (SDC Membership is required)

Your birthday _____ Spouse's birthday _____

Studebakers you own _____
