



# Tin Lizzie Gazette

Four Seasons Model T Association

January 2013 Volume IX, Issue I

## President's Note

**\*I hope everyone had an enjoyable Christmas and will *ring-in* the New Year safely.**

**\*Our 14<sup>th</sup> Annual FSMTA was held on Sunday Dec 2<sup>nd</sup>. Although attendance was lighter than usual due to a number of conflicts, we had a good time and more food than we could possibly eat! The business meeting was conducted as usual. The existing slate of officers remains the same. Under new business it was decided that we would move next years annual meeting from the 1<sup>st</sup> Sunday in Dec to the second. The reason for this was two-fold (1) a number of folks have had conflicts with the 1<sup>st</sup> Sunday and (2) Thanksgiving is late next year (Nov 30<sup>th</sup>) which means our traditional meeting date would fall on Thanksgiving Weekend. This could be a problem for many. Our plan is to see how everyone likes the new date. If not, we could revert back to our traditional meeting date the following year.**

**We are still looking for someone to head up a summer tour. Any volunteers?**

**\*Dues must be received by Feb 15<sup>th</sup> in order for your name to appear in our annual directory. If you haven't already done so please send in your dues (\$15) today! (See last page for a copy of the form.) Also, if you are not a member of *National* I encourage you to do so. Not only do you receive 6 copies of their award winning Vintage Magazine, but also if we have sufficient number of members signed up, National provides insurance coverage for the club.**

**\*Many of you share my concern regarding membership and wonder where do new members come from? Unfortunately kids today are not growing up playing with mechanical things. Well we are not the only ones concerned about this. Haggerty magazine recently wrote an article on this same subject. It was hearting to see that some focus is being put on this problem. The Collectors Foundation is dedicated to instilling an interest and understanding of the collectors / restorers hobby. They do it through scholarship and grants. They also advocate bringing back "Shop Class". Take a look at the link below and while you are there view the short 2-minute video regarding McPherson College. At least something is being done to address this issue.**

**[www.collectorsfoundation.org](http://www.collectorsfoundation.org)**

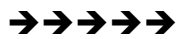
*Pete*





A Poster displaying some of our many 2012 activities. ↑

Items of Interest Table (new this year) included unique accessories, parts, catalogues, pictures, projects etc



And Food Galore!





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- Ray & Laura attended their traditional Stockbridge Holiday Event featuring many classic cars



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- The following was received from George. *Exceptional News...*

**We are pleased and excited to announce that Ambulance 255 has been selected to participate in the Presidential Inaugural Parade in Washington, DC on Monday, January 21, 2013.**

**Ambulance 255 was one of 200 entries selected from the 1,200 applications for parade participation.**

**The parade will start after the swearing in ceremony at the U. S. Capital. The parade should start between 2:00 and 2:30 PM. Check your local television listings for parade coverage information.**

**“We are honored to have been selected for a spot in the 56<sup>th</sup> Inaugural Parade,” said project director, George King III. He added, “After having marched in several of these parades while in the Coast Guard, I am looking forward to riding in one.” George will drive the ambulance in whatever weather Washington has in store for January 21.**

**The Ambulance 255 project is accepting donations to offset the costs (expected to be \$1,200) of the trip. Donations can be sent to:**

**Ambulance 255 Project  
859 Route 32  
North Franklin, CT 06254  
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**- I received a note this past month from a Jason Rickenbacher. The following is an excerpt...**

*Dear Mr. Smith,*

*My name is Jason Rickenbacher. I am a 12 year-old Excel student at Timothy Edwards Middle School in South Windsor, CT. I will be competing in the Connecticut History Day (CHD) in March of 2013. This year's theme is “Turning Points in History: People, Ideas, Events.”*

*My project is on Henry Ford and the Model T, which is more commonly known as “The People’s Car” or “The Tin Lizzie”. I chose the Model T because one day I saw a commercial for a car company that had a new assembly line. I was so mesmerized by the efficiency of it, I wanted to know how it started being used to create automobiles. That was when I came across the Model T, the first car to be made on an assembly line...*

**Jason submitted a number of questions for me to answer and indicated he may want to reach out to some of you as well. Please think about how we can assist him... reference materials, pictures, whatever. Anyway, we’ll talk more about this at our next meeting... Pete**

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**- Many thanks to Ron & Fran this month for passing along the following article regarding the *origin of car radios* (What a great history lesson!)**

**History of the Car Radio - I found this interesting 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 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. Alvin 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 nice new 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.

Hitting 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 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.**

**WHAT EVERHAPPENED 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! It all started with a woman's suggestion!

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**And in closing, a look at...**

*Back In The day*





# Four Seasons Model T Association

PO Box 309 Columbia, CT 06237

A Chapter of the  
*Model T Ford Club of America*

Name:

Address:

Town:

Zip:

Phone:

Cell:

Email Address:

Are you a member of our National Organization - *Model T Ford Club of America*? Circle one: Yes No

2013 Chapter Dues \$15.00 (Make checks payable to FSMTA)

### Please List Your Vehicle(s) Below:

Use the reverse side of form if necessary

Make \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_ Year \_\_\_\_\_

Number of Cylinders \_\_\_\_\_ HP \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_ Year \_\_\_\_\_

Number of Cylinders \_\_\_\_\_ HP \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_

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