

# SANTA YNEZ VALLEY AND SOLVANG EVENT

By Terry Wagner

We all met at the Carrows restaurant in Oxnard at 9:15, on Sunday January 15th. With automobiles rumbling we hit the 101 highway headed for Santa Ynez Valley. Along with us was a new friend and member Mead Murphy and he brought along some of his friends and car enthusiast.

It was a challenge for the Ragan's getting to the Vineyard House. Half-way up the 154 grade outside Santa Barbara the transmission in the Ragan's 55 Chevy pickup decided to surrender. They processed slowly with a hobble up the grade and made it to our surprise to the Restaurant. The seventeen of us had a great lunch at the Vineyard House Restaurant.



After lunch we split up and headed for Solvang. Some went to the Casino, some to the Solvang Motorcycle Museum, they have a wonderful collection of vintage and rare motorcycles as well as European race bikes. The rest of us had a great day in town shopping. We all had a safe ride home excluding the Ragan's and their 55 Chevy.

*(See photos on page 5)*



# THE MILESTONE MEMO NEWSLETTER

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February  
2012





# The Milestone Car Society of California Inc.



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Do you have a need for speed? Check out some major horsepower at the 6th Annual Cal Rods Car Show. See Street Rods, Classics, Customs, and Corvettes in the spacious Santa Anita infield, hosted by Cal-Rods San Gabriel Valley. Plus spend the day in beautiful Santa Anita Race Track and bet on the horses. First post is at 12:30

**When:** 3/25/2012

**Caravan Location:** Starbucks at the Ralphs shopping center off Malibu Canyon.

**Time:** Arrive at 10:30 leave at 10:45 for Santa Anita.

**Destination:** 285 W. Huntington Drive, Arcadia, CA 91066 (626) 574-7223

**Cost:** For Club House \$8:50, parking \$5:00

**First Post:** 12:30

**Hosted by:** Terry Wagner 818-590-7924 or Terrywag849@gmail.com

**Food:** There are many choices for food. Which include having a carved sandwich at Santa Anita is more than a tradition for many, it is an outright necessity! While the hand-sliced corned beef is known far and wide as the best, the roast beef, turkey and ham are also personal favorites for many. With condiments and bread choices for every taste, the sandwiches from our carveries may well be the original “have it your way”.

- These are the events for the next few months.*
- April: Ventura Raceway 28th info to follow**
  - May: Canoga Park Melodrama (date to follow.)**
  - June: Father’s day Car Show 17th**
  - July: Erwindale Auto Race Track and or Fillmore Car Show**
  - August: Solvang Car Show**
  - September: Beach Meet**
  - October: Halloween Party**
  - November: Long Beach Aquarium**
  - December: Christmas Party**



# CAPRISTANO 2011



# SANTA YNEZ VALLEY AND SOLVANG EVENT



# CAR RADIO



Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

## **SUNDOWN**

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

*Continued on page 7*

Continued from page 6

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 manufacturer 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.)

*Above from an unknown source. When I was with the SEC in Washington in 1964, the Lear Jet filing to go public was assigned to me. I sent it to the FAA for review, and they replied there was very a limited future for civilian aircraft such as this. The Company went public at \$10 and subsequently went to \$80 within six months. One of their attorneys said he had been given a demo ride, and when airborne, the pilot said "hold onto your drink", put it into a fast barrel-roll, and not a drop was spilled. The plane could outclimb an F-100 fighter.*



## ***OVERNIGHTER + AMTRAK TRAVEL***



*by Bernie Hackett, Event Coordinator*

Our overnighter to San Juan Capistrano started with Jerry & Bee Lybolt and Bernie & Joan Hackett in the Oxnard Transportation Center waiting to board Train #774 for San Juan Capistrano. The train slowly arrived one half hour late due to mechanical problems. We all boarded and then the announcement “A supervisor would decide if the train cooling fan was OK to continue.” His decision was the train needed repair.

Another train had arrived behind #774 and all the those passengers were unloaded and we boarded this train and it was renumbered #774 scheduled to go to San Juan Capistrano. On arrival at Union Station, Los Angeles the announcement was made the train was not going to San Juan Capistrano and connecting travel would be by bus. After an hour delay we finally boarded a bus scheduled to go to San Juan Capistrano, but at the Irvine Station we were unloaded and placed on another bus to San Juan Capistrano. The bottom line was we went to the Oxnard Transportation Center at 9:45AM and arrived in San Juan Capistrano at 6:00PM or over 8 hours to travel a distance that should have taken a little over 3 hours.

Also affected by this breakdown were Terry Wagner & Art Adams boarding at Camarillo and Mike & Liz Wiener boarding at Chatsworth. Bob & Carolyn Ragan drove their SUV and enjoyed a nice sunny day exploring San Juan Capistrano and environs. The up side is AMTRAK did not take our tickets so we have one year to travel to San Juan Capistrano before our one-way tickets expire.

Saturday evening we all dined at the Deer Creek Inn. We highly recommend this restaurant for service and meal preparation. After dinner we all gathered at Bernie & Joan’s enlarged room for wine and conversation, this was planned for before dinner but the resilient attendees made this work beautifully.

Sunday morning dawned with sunshine that quickly turned to rain while we were at breakfast. We boarded the Best Western Capistrano Inn shuttle bus and went to the train depot checked our luggage and proceeded to the Mission but it was raining and we were not prepared and Bernie stayed in the train depot and read a book while the rest of the crew toured the mission as the rain let up.

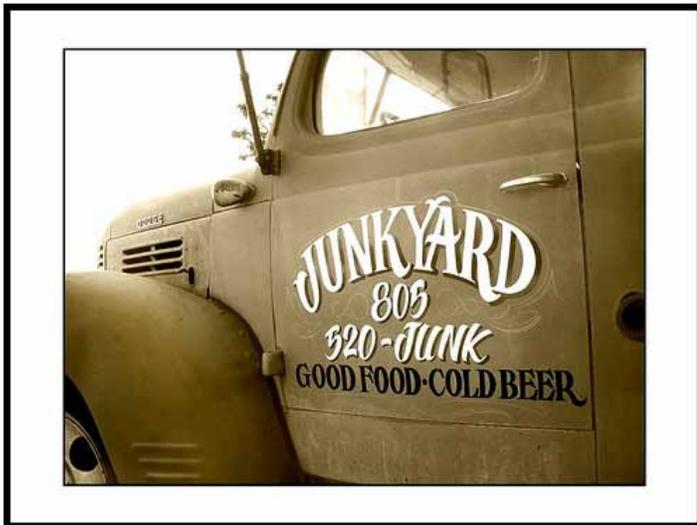
We all boarded the 1:21PM train North and believe it or not the sun shined all the way home.

*(See photos on page 4)*

# 2011 CHRISTMAS PARTY

By Terry Wagner

Good turnout for our Christmas party at the Junk Yard Café. The menu had a good variety and most enjoyed the food. Plus we tried something different. We had a fun and an interesting ornament exchange. Everyone went home with something fun. We all brought a donation for Toys for Tots which Bernie was kind to deliver.



The company was great it included Art Adams and Terry Wagner, Liz and Mike Weiner, Carolyn and Jason Ragan, Bernie and Joan Hackett, Jane and Max Schultze, Bee and Jerry Lybolt, Jerry Jr. Lybolt and Devon with their son Jacob., Linda Kinyoun, Dave and Sue Wellwood, Ron Howard. Also a welcomed visit from long time members James and Paula Lightfoot. Absent was our president Bob Ragan.



## MILESTONE BIRTHDAYS

*2012 Birthdays for January, February, March:*

**JAMES LIGHTFOOT** *JANUARY 11*

**HANNIE BUSS** *JANUARY 25*

**MIKE WEINER** *FEBRUARY 3*

**ED BIELUCKE 111** *FEBRUARY 6*

**DON FEDERLEINE** *FEBRUARY 6*

**LINDA KINYOUN** *FEBRUARY 7*

**JAN FENSKE** *FEBRUARY 26*

**PAULA LIGHTFOOT** *FEBRUARY 14*

**JERRY LYBOLT** *MARCH 18*



# It's time to renew your **CLUB MEMBERSHIP!**

To receive your newsletter and any updates please send in your membership today!  
If you have already submitted your renewal for 2012 please disregard.

**We would love to see some of our former members once again.**

## **2012 MCS APPLICATION RENEWAL**

**THIS RENEWAL IS GOOD FROM MARCH 2012/2013**

<b>LAST NAME:</b>	<b>List Cars Owned:</b>
<b>FIRST NAME:</b>	<b>Event Ideas:</b>
<b>SPOUSE:</b>	<b>Check the area you would be willing to help in:</b>
<b>ADDRESS:</b>	<input type="radio"/> Organize an event
<b>CITY:</b>	<input type="radio"/> Article for the newsletter
<b>STATE:</b>	<input type="radio"/> Help with membership
<b>ZIP CODE:</b>	<input type="radio"/> Help with car show
<b>PHONE:</b>	<b>Newsletter Preference:</b>
<b>CELL:</b>	<input type="radio"/> E- Mail
<b>E-MAIL:</b>	<input type="radio"/> US Mail
<b>BIRTHDAYS (M/D) His: / Hers: /</b>	Please remit <b>\$30</b> renewal fee NO reactivation fee required at this time.
<b>Occupation:</b>	One membership fee covers spouse and dependent child.

Please send application to MCS P.O. Box 3864 Thousand Oaks, CA 91359  
Call Art Adams (805) 497-0838 or Theresa Wagner (818) 590-7924

