

December 2023 Edition

Oil Spots

A Newsletter of the Plateau British Car Club



THE PREZ SEZ

A couple of important events are coming up during the balance of 2023. The first one is the election of new club officers for 2024. Those offices are President, Vice-President, Secretary and Treasurer. It was intended to announce the slate of candidates in this edition of the “Oil Spots” newsletter. But, two things have happened to make that not work. First, we’ve had no nominations for any offices (not good) and secondly, the editor will be out of the country for an extended time and this issue of the newsletter was prepared too early to include nominations.

However, we may still be able to pull this off as nominations can and should be continued through the month of Dec. and then we’ll conduct voting on that slate via electronic method (email) for both nominating and voting. Your nominations and voting should be submitted to Pat Rainey at dpainey@att.net. The deadline for nominations should be no later than January the 4th, 2024. We will then post those nominations via email distribution so that you’ll have a chance to select your candidate and submit your votes (again via email as above) by the 9th of January just before our annual meeting on the 10th of January. The annual meeting details are to be announced. The new officers will assume their positions on the 1st day of February, 2024.

Also, Don’t forget that dues are due (\$25) by the end of January for 2024.

The other important event before the first of the year will be the PBCC annual Holiday dinner on December the 13th at Forte’s on the Square in downtown Crossville. We’ll need your reservation on or before Wednesday the 6th of December so that we can give Forte’s a head count.

**Please email your RSVP to Tim Beaton at
tjbeaton07@gmail.com**

This year, we've added a little something extra. In the spirit of the season, members voted to bring a new, unwrapped toy that will be donated to the Marine Corps. "Toys for Tots" program. Something for the older kids is often overlooked. Please don't forget these kids too.



Oil Spots is the official monthly publication of the **Plateau British Car Club of Tennessee**. Material is actively solicited for the newsletter and every effort will be made to use appropriate material from the membership. Unsolicited material from non-members is also encouraged. The editor reserves the right to edit for length and appropriateness. No placement of material is guaranteed. Your contributions should be submitted to: dprainey@att.net

Deadline for submissions is the 20th of the month prior to publication.

PBCC Officers and Support Positions

Tim Beaton - President (pro tem)- tjbeaton07@gmail.com - 701.361.4751
Edna Horony - Treasurer/flowers - ednahorony@gmail.com -
931.261.6943
Pat Rainey - Secretary - dprainey@att.net - 256.486.8605
Tom Neckvatal - Member at Large/Membership chairman -
tneckvatal@gmail.com - 612.719.7409
Barry Brown - Member at Large/Events Coordinator -
barry@barrybrownimages.com - 931.261.3882
Dennis Rainey - Immediate Past President/newsletter editor -
dprainey@att.net - 256.744.4909
Vanessa Wynn - Regala Miester - shyhill@aol.com- 615.585.5999
Paul Barker - Webmaster - barkerpa@gmail.com - 423.442.4482

All British Cars/Owners Welcome

The Plateau British Car Club was created to band together owners of the Little British Cars (LBC) to provide a way of exchanging ideas, technical data, amusing stories, and just plain fun. All LBC owners are invited to enjoy the "LBC experience" to the fullest with friends. Ownership of a British car is not required for membership, but non-British car owners are classified as Associate members and have no voting rights.

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The Membership Chair report.

The membership chairperson reports that there has been one new member added to the PBCC during the month of November. If you know someone who would like to join, please don't hesitate to encourage them to do so.

Membership applications are available on the club website at PBCCTN.org

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The sweater I bought the other day was picking up static electricity, so I decided to return it. They gave me another one free of charge.

November Treasurer's Report - Edna Horony

		PBCC	Financials		
	Income	Income	Expenses	Expenses	Total
Beginning Balance	\$1,216.01				\$1,216.01
Membership Dues					
Name Badges					
Mailing Name Badges			(\$27.16)		(\$27.16)
Total for Month	\$1,216.01		(\$27.16)		\$1,188.85

The Case of England's Ghost Crash

On a cold December night in 2002, police in Surrey, England continued to get calls from drivers seeing headlights swerving off the road along the A3 highway. After the police rushed to the scene, they were unable to find a crash.

Instead of concluding they had been the victims of prank calls, the police searched the area more thoroughly, finding a maroon Vauxhall Astra wrecked in a ditch. Inside the nose-down car, the police found a body de-composing.

What puzzled the police was that it was obvious the crash had occurred long before that night. Due to the state of the body and the undergrowth around the car, the police set the crash as happening five months earlier, meaning that the people calling in the hadn't seen the Vauxhall Astra veering off the road—or had they?

The legend goes that the ghost of the motorist found in the car was trying to call attention to the crash. He used the ghostly headlights to get the attention of motorists and draw them his corpse. Instead of remaining trapped in a wrecked car forever, he could finally be laid to rest.



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 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!!

Author - Charlotte Zaugg

If you think that you are smarter than the previous generation...50 years ago the owners manual of a car showed you how to adjust the valves. Today, it warns you not to drink the contents of the battery.

Boy...I'll do anything to fill newsletter space.



It has been suggested more than a couple times, that we make available to the membership a club roster for the sole use of the club members. Such a roster would include such information as last name, first name of both household members, email address, phone numbers of both household members and your car or cars.

This roster could be made available on the club's website and be password protected or some other means to keep it available only to the paid membership.

Please send to the editor any comments or suggestions you might have about having a roster available only to the paid members.

Thank - Ed

Club event ideas; a new feature of the newsletter. Be sure to share your favorite idea with the editor to include in this section of future Oil Spots Newsletters.

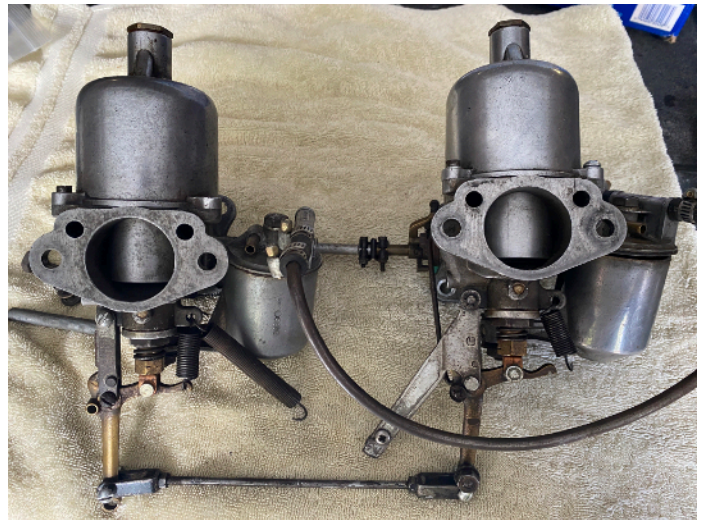
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This section of the Oil spots can be used by our members to advertise items they may no longer need or want. If you've decided that car must go or you've decided to clean out your garage for example, here is a place you can let the rest of the world know. If you are trying to find that elusive part or car, this might be the place to find it.

In the case of cars, pictures are a must. The old saying, "If ya don't have pics, then it didn't happen" applies here.

If you are successful using this section for selling, please let the editor know that your ad can be removed.

(1) brand new MGB grille 1962-69 \$225. (1) set of SU H6 carbs including linkage for \$325 and (1) Triumph TR3 chrome valve cover \$95. Call 423 413-5170 - Thanks Bruce Ammons



Event Reminder

PBCC

Holiday Dinner

This year's Holiday Dinner will be held at Forte's On The Square in downtown Crossville. It will be on the **13th of December** at 5:30 pm with dinner served at 6:00 pm. This will give you time to take off your coats and pick a seat and order a drink. We'll have the entire downstairs to ourselves and we'll be the center of attention from the staff.

We'll need your reservation on or before Wednesday the 6th of December so that we can give Forte's a head count.

Please email your RSVP to Tim Beaton at tjbeaton07@gmail.com

This year, we've added a little something extra. In the spirit of the season, members voted to bring a new, unwrapped toy that will be donated to the Marine Corps. "Toys for Tots" program. Don't forget the older kids. They are far too often overlooked.

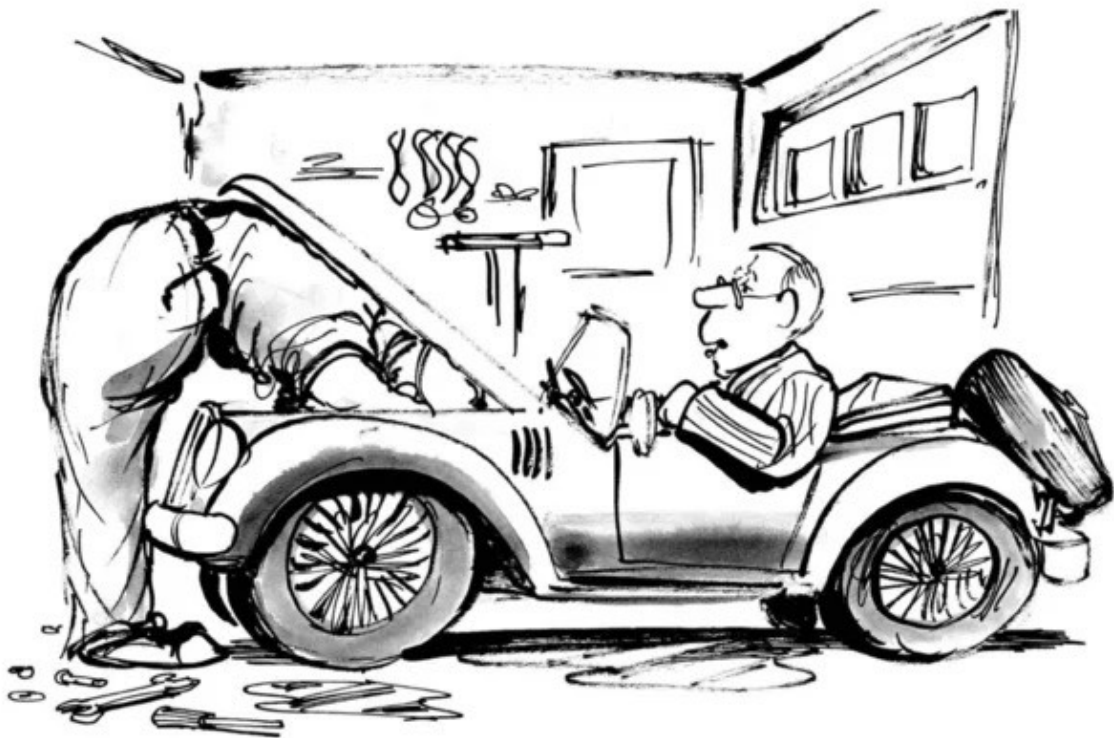
Thanks!



LETTERS TO THE EDITOR

It has been suggested that we have a "Letter to the Editor" section in our club's newsletter. The "Letter to the Editor" portion of the Oil Spots, is your opportunity to have your voice heard.

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"That's my foot."

Natter, Noggin' & Nosh

A great big shout out to Alex and Edna Horony for pulling together a Natter, Noggin & Nosh which was held on Thursday the 16th of Nov. at the Hwy. 55 eatery on N. Main. It was a well attended event and while there is many different definitions of the above term, I believe that we met them all. First, we have thirteen members and the management was expecting us and they had set up tables to comfortably accommodate us. They even offered us a ten percent discount on our meals. The management of Hwy. 55 would like to get a picture of as many of our LBCs as possible as they would like to put that up on their wall inside. Springtime would most likely be the best time to do that. In addition, they would like to put that picture in the local newspaper along with a little history of the club. The conversations were lively and there was a good deal of laughter. Very little serious conversation was heard, mostly doing what any good club should do which was to enjoy each other's company. This is definitely something we need to do more often, especially during the winter months when driving is at low tide. Anyway, look for future announcements about Natters, Noggins & Noshs. Hopefully there will be many.



Happy places, happy faces



